

UNITED STATES AIR FORCE

Committee Staff Procurement Backup Book

FY 2003 Budget Estimates



February 2002

**AIRCRAFT PROCUREMENT, AIR FORCE
VOLUME II**

OPR: SAF/FMB

UNCLASSIFIED

Table of Contents

**FY 2003 AMENDED PRESIDENT'S BUDGET REQUEST
AIRCRAFT PROCUREMENT MODIFICATIONS, AIR FORCE**

Section 1: P-1M Modification Summary. 1

Section 2: P-1 Line Item Detail 47

STRATEGIC AIRCRAFT

24 B-2 47

25 B-1 57

26 B-52 81

27 F-117. 105

TACTICAL AIRCRAFT

28 A-10 115

29 F-15. 127

30 F-16. 163

31 F-22. 231

32 A/T-37 233

AIRLIFT AIRCRAFT

33 C-5 235

34 C-9 247

35 C-17 251

36 C-21 297

37 C-32 301

38 C-37 307

39 C-141 309

TRAINER AIRCRAFT

40 T-38 313

41 T-41 329

42 T-43 331

42A T-6 339

UNCLASSIFIED

Table of Contents

**FY 2003 AMENDED PRESIDENT'S BUDGET REQUEST
AIRCRAFT PROCUREMENT MODIFICATIONS, AIR FORCE**

OTHER AIRCRAFT

43	KC-10	343
44	C-12	353
45	C-18	357
46	C-20	361
47	C-25	365
48	C-130	373
49	C-135	425
51	E-3	463
52	E-4	483
53	E-8B	511
54	H-1	519
55	MH-60	523
56	OTHER	533
57	PREDATOR	543

COMBAT AIRCRAFT

58	CLASSIFIED	547
50	DARP	551

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
CV-22	P	8791	BLOCK B UPGRADE							23.3	7.4		30.7
		99999X	LOW COST MODIFICA					0.6	0.6	0.8	0.5	1.5	4.0
TOTAL FOR CLASS P				0.0	0.0	0.0	0.0	0.6	0.6	24.1	7.9	1.5	34.6
TOTAL FOR AIRCRAFT CV-22				0.0	0.0	0.0	0.0	0.6	0.6	24.1	7.9	1.5	34.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
HAEUAV	P	470001	GH SIGINT								9.9		9.9
TOTAL FOR CLASS P				0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0	9.9
TOTAL FOR AIRCRAFT HAEUAV				0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0	9.9

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
B-2	P	_8224	SMALL DIAMETER BO								12.0	13.0	25.0
		110018	ACES II				0.0	0.4					0.5
		110023	ENHANCED TILES	3.8		0.1	0.1						4.0
		110024	ALTERNATE HIGH FR	34.3				13.8	13.9	15.9	9.6	18.8	106.3
		110025	MK82 JDAM / SMART				14.0	21.0	10.0				45.0
		110026	EHF SATCOM						15.1	58.9	42.0	25.3	141.3
		110027	EGBU-28 TRAINER IN		3.0								3.0
		110028	F118 DIGITAL ELECTR				3.8	4.0	2.5	1.7			12.0
		110029	CORRECTION OF DE				1.5	8.0	12.0	24.3	3.5	6.5	55.8
		110030	AFT DECK CRACKS					3.0	11.5	16.8	17.4	43.3	92.0
		110031	MAINTENANCE TRAIN				6.6	13.6					20.2
		110032	LINK 16/CID/IFR				35.0	62.7	52.5	39.9	21.0		211.1
		110033	RADAR SYSTEM MOD								483.9	787.7	1,271.6
		99999U	LOW COST RETROFIT	2.6	0.2	0.1	0.6	0.6	1.6	0.5	0.3	0.1	6.6
		99999X	LOW COST MODIFICA	4.7	0.5	0.0	0.6	1.4	1.9	1.0	1.0	0.8	11.9
		DC101	FM IMMUNITY		1.0								1.0
		T8137	UHF SATCOM UPGRA	6.8	18.9	23.3	9.9						58.9
TOTAL FOR CLASS P				52.1	23.6	23.5	72.1	128.6	120.9	159.1	590.8	895.4	2,066.1
TOTAL FOR AIRCRAFT B-2				52.1	23.6	23.5	72.1	128.6	120.9	159.1	590.8	895.4	2,066.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
B-1	P	3150-R	NAVSTAR GPS - COM	140.8	5.9								146.6
		4165	EMERGENCY RESTR	0.7	0.1	0.0							0.8
		4252	AVIONICS COMPUTE	8.1	1.2	21.2	37.6	31.5	13.4				113.1
		4253	JDAM/1760 CONVENT	54.8	4.8								59.6
		4256	DEFENSIVE SYSTEM					44.7	66.4	92.7	85.3	193.7	482.8
		4274	JSOW/JASSM INTEGR			0.1	8.1						8.2
		4280	FULLY INTEGRATED								3.7	15.8	19.5
		4281	B-1 INTEGRATED DAT								8.5	34.9	43.4
		4282	B-1 INTEGRATED DAT						132.1	92.8	56.7	74.7	356.3
		4284	CITS/EMUX UPGRAD						2.1		3.3	23.9	29.3
		5013	RF TOWED DECOY S	96.4	22.7	4.6	3.2	1.4					128.2
		5047	SIMULATOR UPDATE	32.3	4.9	0.5		0.3					38.0
		5048	WIND CORRECTED M	4.5	0.1	0.2		23.5		3.9			32.1
		5055	INTEGRATED DEFEN					30.4	22.6	22.2	22.8	38.3	136.4
		6039	F101 DIGITAL ENGINE		5.5	3.2	8.6	10.1	0.6				27.9
		6847	AN/ALQ-161A BAND 5				7.9						7.9
		7242	AN/ALQ-161A BAND 8							12.3	10.0	7.3	29.5
		8411	RADAR IMPROVEMEN							12.1	26.7	146.6	185.5
		8421	LINK 16	12.8			7.0						19.8
		8495	AN/ALQ-161A DIRECTI			6.0	0.9						7.0
		8525	AN/ALQ-161A JAMME						2.3	0.5			2.8
		8970	AN/ALQ-161A TAIL WA					9.4	5.3				14.7
		8972	AUTOMATIC TEST EQ				10.0	5.9	5.4				21.3
		8973	LOWER RUDDER HYD			0.9							0.9
		8974	THREAT SITUATIONA				13.5	5.6	6.0				25.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
		99999X	LOW COST MODIFICA	1.8	0.3	0.1	1.3	1.9	1.5	1.9	1.5	3.8	14.0
		DC101	FM IMMUNITY		1.2								1.2
		Z88888	REPROGRAMMINGS	3.0	1.6								4.7
TOTAL FOR CLASS P				355.1	48.3	36.8	98.0	164.8	257.7	238.3	218.6	539.1	1,956.6
TOTAL FOR AIRCRAFT B-1				355.1	48.3	36.8	98.0	164.8	257.7	238.3	218.6	539.1	1,956.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
B-52	P	3116A	B-52 MINIATURE REC		3.8								3.8
		3143	COMMON STRATEGI	1.8	2.5	0.3							4.7
		3150	NAVSTAR GLOBAL P	38.2	0.2	0.3							38.8
		3194	SITUATION AWAREN					36.7	46.8	23.9	30.0	35.8	173.2
		3263	INTEGRATED CONV S	82.0	0.9	0.8							83.7
		3264	ELECTRO-OPTICAL VI	7.0	1.5								8.5
		3308	VINSON	2.5	0.8	0.5							3.9
		3309	AIRBORNE WIDEBAN								25.4		25.4
		3310	CALCM INFLIGHT BEY							61.3	78.6		139.9
		3311	FUEL ENRICHMENT M					0.4	0.6	0.2			1.2
		3312	TF33 OIL SYSTEM						0.8	0.8	0.8		2.3
		3313	TF33 ACCESSORIES						0.6	0.6	0.6		1.8
		3314	CONVENTIONAL ENH						20.1	21.1	7.8		49.0
		4222	ARC-210 RADIO	27.6	3.2	2.4							33.3
		4260	ADVANCED WEAPON	12.2	0.9	0.3							13.4
		4270	ECM IMPROVEMENT	11.8	21.3	12.1		13.8	46.7	41.2	14.8	44.2	205.9
		4371	GPS TACAN	43.6	5.6	0.7							50.0
		4693	AVIONICS MIDLIFE IM					17.0	33.8	32.3	3.1		86.2
		9709	GLOBAL AIR TRAFFIC							0.3	36.1	118.8	155.2
		99999X	LOW COST MODIFICA	1.5	1.8	0.2		0.1					3.6
TOTAL FOR CLASS P				228.3	42.6	17.7	0.0	68.0	149.3	181.7	197.2	198.8	1,083.6
TOTAL FOR AIRCRAFT B-52				228.3	42.6	17.7	0.0	68.0	149.3	181.7	197.2	198.8	1,083.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
F-117	P	11331	STORES MANAGEME	3.9	6.3	7.4	4.7						22.3
		31904	STEEL COMPRESSO	0.5	0.1	0.0	0.0						0.7
		31927	OMNIBUS ENGINE M	2.3	0.9	0.7	0.3	0.3	0.3	0.3	0.3		5.3
		31937	SINGLE CONFIGURAT	32.7	20.7	18.2	15.5	7.5	20.9				115.4
		31968	ENGINE ELECTRONIC	1.7	0.3								2.0
		31972	EXPANDED DATA TR							2.3	1.9	4.8	9.0
		31973	INFRARED ACQUISITI							33.2	111.8	112.6	257.6
		31974	COLOR MULTIPURPO							7.3	7.0	14.8	29.1
		31975	BROOKLYN BRIDGE						0.9	8.3	6.4	14.7	30.3
		31976	BC 2 WEAPON SIMUL								1.4		1.4
		99999S	SERVICE BULLETINS	14.4	1.1	0.8	0.5	0.3	0.6				17.6
		99999X	LOW COST MODIFICA	10.7			0.1	0.1	0.1	2.1	2.8		15.9
		DC101	FM IMMUNITY		0.6								0.6
TOTAL FOR CLASS P				66.3	30.0	27.1	21.1	8.2	22.7	53.4	131.5	147.0	507.1
TOTAL FOR AIRCRAFT F-117				66.3	30.0	27.1	21.1	8.2	22.7	53.4	131.5	147.0	507.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
A-10	P-S	99999A	LOW COST SAFETY M	0.1	0.2	0.3							0.6
TOTAL FOR CLASS P-S				0.1	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6
A-10	P	18202B	TF-34 AGB LIFE IMPR	0.2	0.8	0.7							1.7
		3150EG	EGI	147.7	29.9	7.8	5.3						190.6
		3301A	INTEGRATED FLIGHT		6.8	5.4	10.6	6.6	2.1				31.5
		37120	DIGITAL DATA LINK					0.3	5.6	6.2	6.0	1.8	19.9
		4262	DIGITAL TERRAIN SY				2.4	5.5					7.9
		9602	COUNTERMEASURE		0.8	4.0	3.5	4.4	5.5	4.5	6.8	5.3	34.8
		9801	1760 BUS					1.2	24.6	35.2	32.2	19.6	112.8
		9805	PRECISION ENGAGE					0.7	19.0	43.1	46.8	29.9	139.5
		99999X	LOW COST MODIFICA	0.1	0.1								0.2
		Z88888	REPROGRAMMINGS	0.6	0.1	2.5							3.2
TOTAL FOR CLASS P				148.6	38.4	20.4	21.8	18.8	56.8	88.9	91.7	56.6	542.1
TOTAL FOR AIRCRAFT A-10				148.8	38.6	20.7	21.8	18.8	56.8	88.9	91.7	56.6	542.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
F-15	P	10211B	SECONDARY POWER	4.6	2.6	1.6	0.4	2.8	1.0	0.0			13.1
		16628B	LANDING GEAR WIRI	15.3	0.6								15.9
		19203B	F100-220E ENGINE U	158.1	57.9	34.4	64.0	80.4					394.8
		3150E	GPS	40.8	0.7								41.5
		6106	SECONDARY POWER		1.6	1.6	1.3	0.6	0.0				5.1
		6141	EAGLE 229 HPT OD F	8.5	0.0								8.5
		6145	FUEL NOZZLE DAMPI	0.4	1.4	0.8							2.6
		6146	IMPROVED DURABILI	0.6	0.0								0.7
		6147	2ND STAGE FAN IMP		5.5								5.5
		6155	DIGITAL ELECTRONIC		0.1								0.1
		6156	ENHANCED MAINTEN	0.1	0.1								0.2
		8049	APG-63V(1) RADAR U	307.7	116.7	93.8	89.3	4.1	2.5				614.1
		8237	DIGITAL MAP SYSTE	12.8	9.4	4.8							27.1
		8250	FIGHTER DATA LINK	130.4	0.9								131.3
		8265	PROGRAMMABLE AR		3.6	16.9	19.5	29.3	19.9	6.0	2.8		98.1
		8314	AIR DATA PROCESSO	4.7	5.2	5.1	4.4	5.5	4.3	1.8	0.7		31.7
		8352	JOINT HELMET-MOUN		5.5	22.4	13.8	23.5	21.7	20.4	2.4		109.7
		8357	ADVANCED DISPLAY					39.1	38.5	43.0	5.0		125.7
		8419	ALQ 135, BAND 1.5	58.4	31.0	52.9	33.0	57.5	60.5	60.2	56.5		410.1
		8420	FDL LINK 16	23.2	35.1								58.2
		8660	BOL		26.2								26.2
		8661	AETC MTD UPGRADE				1.3						1.3
		8662	AETC MTD UPGRADE			0.5				2.2	1.3		4.0
		8701	F-15 C/D GPS				5.3	12.1	20.0	2.5			39.9
		8702	F-15E ALR-56C						7.0	8.0			15.0

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
		8703	F-15 A/D DIGITAL VID							8.4	22.0		30.5
		8704	F-15 C/D ALR-56C							13.3	2.0		15.2
		8705	F-15E DIGITAL VIDEO							13.0	5.0		18.0
		99999E	MISC ENGINE UPDAT	0.2	0.2	0.0							0.4
		99999U	LOW COST RETROFIT	3.9	0.2	0.2	0.0	0.2	0.6	0.0	0.0		5.1
		99999X	LOW COST MODIFICA	3.9	0.4	0.2	0.2	0.3	0.0	1.3	1.9		8.2
		DC101	FM IMMUNITY	5.1	0.2								5.3
		IDECM	COMMON ELECTRIC							22.4	22.8		45.1
		Z88888	REPROGRAMMINGS	33.8		6.4							40.2
TOTAL FOR CLASS P				812.6	305.2	241.6	232.5	255.3	176.2	202.5	122.4	0.0	2,348.4
TOTAL FOR AIRCRAFT F-15				812.6	305.2	241.6	232.5	255.3	176.2	202.5	122.4	0.0	2,348.4

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
F-16	P	173009	F110 DIGITAL ENGINE	124.2	24.8	3.1	1.6						153.7
		19229E	FALCON 229 ENGINE	10.5	0.3	0.9	1.5						13.2
		3090	ALR-56M RCPU UPGR	15.6	0.7	0.6	0.4						17.4
		3150M	NAVSTAR GPS F-16	95.3	8.1	3.5							106.9
		3450	ALE-47	38.6	2.0	3.7	3.4	2.1	0.5				50.2
		4260	ADVANCED WEAPON	26.1	2.5	2.4	3.9	3.9	3.9	5.2	4.0	0.6	52.5
		4262	DIGITAL TERRAIN SY	25.1	14.8								39.9
		5013	RF TOWED DECOY S	114.0	5.9	5.1	9.5	6.3					140.9
		58006A	WOW SWITCH	3.0	0.0								3.0
		602030	BLOCK 30 NIGHT VISI	24.2	5.9	3.5	0.1						33.7
		602039	BLOCK 42 CAS IMPR	4.5	3.4	2.6							10.5
		602040	BLK 40/50 NIGHT VISI	37.2	13.7	9.1	0.7						60.7
		602041	BLOCK 40 CAS IMPR	22.4	3.4	2.6							28.4
		602043	BLOCK 42 ANG RE-EN		48.3								48.3
		602150	MODULAR MISSION C	61.5	42.6	38.1	49.1	78.3	64.6	72.5	58.9	42.0	507.5
		6022	PRE BLK 40 STRUCT	195.7	1.9								197.6
		602241	F-16A STRUCTURE IM	1.0	2.9	2.5	4.1	5.1	2.3	0.4			18.3
		602250	BLOCK 50/52 STRUCT		0.7	2.3	3.4	1.0					7.4
		6023	FALCON STAR				16.9	41.9	49.5	56.7	56.1	226.3	447.5
		603030	ALQ-213 COUNTERM	20.1	5.2	2.3							27.5
		603035	COMMERCIAL CENTR							10.8			10.8
		610250	COLOR DISPLAYS - C	40.5	23.0	26.2	30.8	48.5	41.5	46.3	38.2	26.9	321.8
		610330	BLOCK 30 EXPANDED	14.1	4.8								19.0
		612150	BLOCK 50 AIR-TO-AIR	15.8	32.4	35.3	16.4	1.9	1.0	0.2			102.9
		6300	ON BOARD OXYGEN	3.0	7.5	3.5							13.9

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
	650050	JOINT HELMET MOUN		11.0	34.5	42.4	32.7	27.8	26.5	21.2	14.6	210.6
	660050	BLK 50 HTS PYLONS				3.5						3.5
	661650	LINK 16 - CCIP		23.5	41.7	28.0	33.7	29.6	25.1	22.4	16.9	221.0
	661651	F-16 TACTICAL DATA				36.0	27.5	22.0	22.3	20.0	5.0	132.7
	8661	AETC MTD UPGRADE			3.3	3.2	4.3					10.8
	8662	AETC MTD UPGRADE			2.5	2.1	1.1	12.7	11.4	15.4		45.2
	99999E	MISC ENGINE UPDAT	5.1	0.8	0.2	0.0	0.2	0.0	0.1	0.1		6.6
	99999U	LOW COST RETROFIT	5.3		0.0	0.0	0.1	0.0	0.1	0.1		5.8
	99999X	LOW COST MODIFICA	7.5		0.2	0.0	0.2	0.0	0.1	0.1		8.2
	DC101	FM IMMUNITY	4.1	2.5								6.6
	F16ACE	ACES II UPGRADE			1.5							1.5
	F18001	F110-GE-100/129 #4 B	0.3	0.3								0.6
	F19401	-229 HPT OD FLOWPA	0.9	0.3	0.3	0.4						1.9
	F19407	F110-GE-100 T4B PYR	0.6	3.6	0.7							4.9
	F19410	F110 DEC HARDWAR	2.8	0.6								3.4
	F19412	F110-GE-100/129 EMS	7.2	0.2	0.2	4.6	3.7	0.3				16.2
	F19413	GE-129 TURBINE FRA	0.5	1.2								1.6
	F19450	PW-229 FUEL NOZZLE	0.1	0.3	0.2	0.1	0.0					0.8
	F19451	PW-229 3rd STAGE FA				2.7						2.7
	F19452	PW-229 2nd STAGE F	1.0	0.6								1.5
	F19453	F100 ENHANCED MAI	0.0	0.1								0.1
	F19455	PW-229 DEEC LOGIC		0.1								0.1
TOTAL FOR CLASS P			928.0	299.8	232.3	265.0	292.4	255.6	277.6	236.6	332.3	3,119.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG.</u>
TOTAL FOR AIRCRAFT F-16				928.0	299.8	232.3	265.0	292.4	255.6	277.6	236.6	332.3	3,119.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
F-22	P	17605C	AUTO GROUND COLL							10.1	10.1		20.2
		17607	TEST INSTRUMENTA				9.7						9.7
		17608	AIR VEHICLE ACCEPT				1.5						1.5
		F22001	COMMON CONFIGUR				6.4	6.4					12.8
		F22002	JTIDS XMIT								1.2		1.2
		F22003	SMALL DIAMETER BO						2.2	4.4	3.5		10.1
TOTAL FOR CLASS P				0.0	0.0	0.0	17.6	6.4	2.2	14.5	14.8	0.0	55.5
TOTAL FOR AIRCRAFT F-22				0.0	0.0	0.0	17.6	6.4	2.2	14.5	14.8	0.0	55.5

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
A/T-37	P-S	99999A	LOW COST SAFETY M	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.7
TOTAL FOR CLASS P-S				0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.7
A/T-37	P	99999X	LOW COST MODIFICA	0.8				0.0	0.0	0.0	0.0	0.0	0.8
TOTAL FOR CLASS P				0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
TOTAL FOR AIRCRAFT A/T-37				0.9	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.5

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-5	P	3455	AIRLIFT DEFENSIVE S	27.3	0.4								27.7
		6032	COMPARTMENT FLO	5.1	1.2								6.2
		6037	TF39 ENGINE HIGH P	136.5	32.0	9.9							178.3
		6038	AVIONICS MODERNIZ	31.7	33.0	19.4	78.1	121.6	87.3	19.8			390.9
		6103	HYDRAULIC SURGE C	0.0	0.1	2.7							2.8
		6154	C-5 RELIABILITY ENH							140.6	462.5	8,128.0	8,731.1
		8097	SIM UPGRADE				3.0						3.0
		8662	AETC MTD UPGRADE				1.8		0.8	1.9			4.5
		8719	EMERGENCY DC PO				3.0	12.8	9.7				25.4
		99999X	LOW COST MODIFICA	3.5	0.1	0.1	0.0	0.1	0.1	0.1	0.1		4.1
		DC101	FM IMMUNITY	4.1	0.0								4.1
TOTAL FOR CLASS P				208.2	66.7	32.1	86.0	134.4	97.9	162.4	462.6	8,128.0	9,378.2
TOTAL FOR AIRCRAFT C-5				208.2	66.7	32.1	86.0	134.4	97.9	162.4	462.6	8,128.0	9,378.2

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-9	P	3150	NAVSTAR GLOBAL P	34.5	0.9								35.4
		99999S	SERVICE BULLETINS	18.0	0.5	0.6	0.8	0.9	1.0	1.0	1.0		23.6
		99999X	LOW COST MODIFICA	4.7	0.0	0.0	0.6	0.1	0.1	0.1	0.2		5.8
		Z88888	REPROGRAMMINGS	-1.9	0.3								-1.6
TOTAL FOR CLASS P				55.3	1.7	0.6	1.3	1.0	1.1	1.1	1.2	0.0	63.3
TOTAL FOR AIRCRAFT C-9				55.3	1.7	0.6	1.3	1.0	1.1	1.1	1.2	0.0	63.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-17	P	0399	AIRLIFT DEFENSIVE S		1.9	1.0	1.1	0.8	0.6	0.4	0.0		5.9
		4280	FULLY INTEGRATED								17.0	114.2	131.2
		4660	OPEN SYSTEMS COM			1.8	18.0	29.3	29.3	14.3	2.3		95.0
		5029	AERIAL DELIVERY SY		0.5	0.9	2.1	2.0	1.4				6.8
		6005	TROOP DOOR AFT FA	2.1	0.2								2.3
		6008	AEROMED LITTER ST	15.0	4.0	2.2	1.1						22.3
		6026	400 POUND PARATR	8.2	0.7	0.7	4.2	4.5	0.3				18.5
		6201	GPS INTEGRITY MONI	21.0	1.2								22.2
		6401	GATM - AUTOMATIC							2.5		22.6	25.1
		6402	OBIGGS II						1.6	19.8	34.1	152.7	208.2
		6403	GATM - GPS AS PRIM								2.5	1.2	3.7
		6404	FUEL SYSTEM REDE					0.1	1.8	3.9	3.8	23.6	33.3
		6405	GATM - DIFFERENTIA							2.5		24.1	26.6
		6406	MOBILITY 2000 (M2K)				2.6	9.0	8.6	4.6			24.8
		6407	GATM-VHF DATA LIN							2.5		95.8	98.3
		6408	PARTS OBSOLESCEN						4.0	4.0	4.0		12.0
		6409	AERIAL DELIVERY SY						6.5	9.7	9.7	5.6	31.5
		6410	SELF-SUFFICIENCY							0.7		273.0	273.7
		6411	ARMY COMMUNCIATI					6.3	19.1	18.1	10.7		54.2
		6412	EXTENDED RANGE R			9.9	50.8	57.3	45.2	57.4		123.8	344.4
		6413	IMPROVED OMNI DIR							4.7	7.0	11.1	22.8
		6414	GATM - RNP IMPROV						4.5	0.1	2.4	12.1	19.0
		6415	CREW ARMOR PLATI					0.6	16.0	12.9	23.3	48.3	101.2
		6416	AIRCRAFT WIRELESS					0.0	1.6	2.0	2.0	0.9	6.6
		6417	IMBEDDED TOW PLA						0.5	0.7	1.1	1.8	4.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
	6418	OFFSETS CENTERLIN							19.6	33.8	53.1	106.5
	6419	SOFTWARE BLOCK 1					0.9	3.6	2.5	2.0	0.5	9.6
	6420	FLOTATION EMERGE						0.1		2.8	15.5	18.5
	6421	WING LEADING EDGE							0.5		73.2	73.7
	6422	OBSOLESCENCE - W					28.0	28.0	28.0			84.0
	7987	ELECTRICAL SYSTEM		2.0								2.0
	8332	SIDEWALL LINER/OX	5.2	4.0	2.2	1.1						12.6
	8501	CABIN PRESSURIZATI	1.0	1.8	0.9							3.7
	8629	LARGE AIRCRAFT INF			13.4	31.2	30.7	63.5	185.8	169.6		494.1
	9596	LOOSE EQUIPMENT							2.5	3.6	5.6	11.8
	9705	ELECTRONIC FLIGHT	14.2	0.7								14.8
	9709	GLOBAL AIR TRAFFIC	8.8	15.6	23.6	15.3						63.3
	9710	BLOCK 12 SOFTWARE		0.6	4.3	3.8						8.7
	9714	STATION KEEPING F		2.1	12.8	2.9	3.4	2.7				23.9
	9715	HF DATA LINK (HF DL)			3.1	6.3	16.6	8.3	5.6	1.2		41.3
	9721	ALTERNATE EEC PO	0.2	0.7	0.6	0.4						1.9
	9722	SLAT TRACK DOOR B	0.2	0.4	0.8	0.8	0.3					2.6
	9723	FIXED LEADING EDG	0.4	0.3	2.5	4.3	4.0					11.5
	9725	SOFTWARE BLOCK 1	2.8	2.5								5.3
	9726	COMBUSTION EXIT T	48.2	38.6	26.6	6.0						119.3
	9728	CABIN PRESSURIZATI	1.9	0.4								2.3
	9730	INSUFFICIENT EMER							0.4	3.7	14.3	18.4
	9733	HALO GAUGE							1.1	1.9	7.2	10.1
	9735	STABILIZER STRUTS						1.5	6.0	7.4	9.1	24.0
	AIFFS	APU INDEPENDENT F						5.1	7.8	5.9	2.3	21.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
		SIM17	SIMULATOR UPGRAD				3.1						3.1
		TAWS	TERRAIN AWARENES		3.4	12.5	14.0	7.0	3.1				40.1
		TRNRMO	TRAINER MODS						20.0	22.5	25.5	71.5	139.5
TOTAL FOR CLASS P				129.3	81.3	110.1	128.2	194.2	289.0	431.2	435.0	1,163.0	2,961.2
TOTAL FOR AIRCRAFT C-17				129.3	81.3	110.1	128.2	194.2	289.0	431.2	435.0	1,163.0	2,961.2

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-21	P	3149T	TRAFFIC ALERT & CO	23.5	0.0								23.5
		3149TC	TCAS CHANGE 7 UPG		0.3	0.2							0.5
		99999S	SERVICE BULLETINS	6.1	1.3	2.3	2.4	1.3	1.3	3.9	4.0		22.4
		99999X	LOW COST MODIFICA			0.2	0.2	0.2	0.2	0.2	0.2		1.1
		TAWS	TERRAIN AWARENES	17.2	0.2								17.4
TOTAL FOR CLASS P				46.8	1.8	2.6	2.6	1.4	1.5	4.1	4.2	0.0	64.9
TOTAL FOR AIRCRAFT C-21				46.8	1.8	2.6	2.6	1.4	1.5	4.1	4.2	0.0	64.9

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-32	P	9606	COMMUNICATIONS U		15.0	38.0	15.0						68.0
		99999G	SERVICE BULLETIN -		0.0	2.0	11.2						13.3
		99999S	SERVICE BULLETINS	0.4	0.1	0.3	0.3						1.2
		99999X	LOW COST MODIFICA	0.3	0.1	0.1	0.1						0.6
TOTAL FOR CLASS P				0.7	15.2	40.4	26.7	0.0	0.0	0.0	0.0	0.0	83.0
TOTAL FOR AIRCRAFT C-32				0.7	15.2	40.4	26.7	0.0	0.0	0.0	0.0	0.0	83.0

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-37	P	99999S	SERVICE BULLETINS		0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.1
		99999X	LOW COST MODIFICA	0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.9
TOTAL FOR CLASS P				0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.0
TOTAL FOR AIRCRAFT C-37				0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.0

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-141	P-S	99999A	LOW COST SAFETY M	2.4	0.0	0.7	0.7					0.0	3.8
TOTAL FOR CLASS P-S				2.4	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	3.8
C-141	P	13627B	AUTOPILOT/COCKPIT	170.2	0.0							0.0	170.2
		3149TT	TRAFFIC ALERT & CO	43.6	0.0							0.0	43.6
		3150	NAVSTAR GLOBAL P	68.7	0.1							0.0	68.8
		99999X	LOW COST MODIFICA	2.8		0.1	0.1					0.0	3.0
		Z88888	REPROGRAMMINGS	1.2	0.6							0.0	1.8
TOTAL FOR CLASS P				286.5	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.0	287.4
TOTAL FOR AIRCRAFT C-141				288.9	0.7	0.8	0.8	0.0	0.0	0.0	0.0	0.0	291.2

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
T-38	P-S	10206A	FUS STA 325 BULKHE	54.0	6.1	8.5	4.3						72.9
		14207B	COCKPIT ENCLOSUR	66.2	2.1	1.3							69.6
		99999A	LOW COST SAFETY M	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0		1.6
TOTAL FOR CLASS P-S				121.7	8.2	9.8	4.4	0.0	0.0	0.0	0.0	0.0	144.1
T-38	P	6029	AVIONICS UPGRADE	49.5	82.7	74.3	98.7	98.6	54.8	52.5	40.8	43.3	595.4
		6034	T-38 PROPULSION M		30.9	57.7	65.0	67.5	64.3	67.7	70.5	379.1	802.7
		6087	T-38 EJECTION SYST			12.8							12.8
		99999X	LOW COST MODIFICA		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS		-2.5								-2.5
TOTAL FOR CLASS P				49.5	111.2	144.8	163.7	166.2	119.1	120.3	111.4	422.4	1,408.4
TOTAL FOR AIRCRAFT T-38				171.2	119.4	154.6	168.1	166.2	119.1	120.3	111.4	422.4	1,552.5

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
T-41	P	99999X	LOW COST MODIFICA	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	1.3
		Z88888	REPROGRAMMINGS	0.0	0.0								0.0
TOTAL FOR CLASS P				0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	1.3
TOTAL FOR AIRCRAFT T-41				0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	1.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
T-43	P	3149F	FLIGHT DATA RECOR	5.7	0.3								5.9
		3149T	TRAFFIC ALERT & CO	3.1		3.4	1.0	5.3	5.0	1.2	0.1		19.0
		99999S	SERVICE BULLETINS	3.1	0.5	0.2	0.7	0.6	1.0	2.1	2.1		10.2
		99999X	LOW COST MODIFICA	0.2		0.1	0.1	0.1	0.1	0.1	0.1		0.8
		TAWS	TERRAIN AWARENES		4.1		0.5	2.7	2.7	0.7			10.7
		Z88888	REPROGRAMMINGS		-0.0								-0.0
TOTAL FOR CLASS P				12.1	4.9	3.7	2.2	8.7	8.8	4.0	2.2	0.0	46.7
TOTAL FOR AIRCRAFT T-43				12.1	4.9	3.7	2.2	8.7	8.8	4.0	2.2	0.0	46.7

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
T-6	P-S	99999X	LOW COST MODIFICA			0.2	2.0	2.0	2.1	2.1	2.2		10.6
TOTAL FOR CLASS P-S				0.0	0.0	0.2	2.0	2.0	2.1	2.1	2.2	0.0	10.6
TOTAL FOR AIRCRAFT T-6				0.0	0.0	0.2	2.0	2.0	2.1	2.1	2.2	0.0	10.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
KC-10	P-S	99999A	LOW COST SAFETY M	0.6		0.0	0.0	0.1	0.1	0.1	0.1		0.8
TOTAL FOR CLASS P-S				0.6	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.8
KC-10	P	3149T2	TCAS AND TAWS	37.5	0.5								38.1
		4369	REPLACE PYLONS 1&	8.6	1.0	1.1	0.8						11.5
		9709	GLOBAL AIR TRAFFIC	0.6	20.5	12.5	8.2	14.1	46.1	42.8	13.1		157.8
		99999S	SERVICE BULLETINS	27.9	4.0	3.2	1.5	1.0	0.7	1.0	1.7		41.2
		99999X	LOW COST MODIFICA	3.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0		3.6
		SIM-10	SIMULATOR UPGRAD	32.4	7.8	13.7	3.7	6.4					64.1
		Z88888	REPROGRAMMINGS	0.3	2.5								2.8
TOTAL FOR CLASS P				110.8	36.4	30.6	14.2	21.5	46.8	43.8	14.8	0.0	318.9
TOTAL FOR AIRCRAFT KC-10				111.4	36.4	30.6	14.2	21.5	46.9	43.9	14.9	0.0	319.8

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-12	P	3149F	FLIGHT DATA RECOR	11.9	0.0								11.9
		6140	ELECTRONIC FLIGHT					10.7	19.9				30.6
		99999S	SERVICE BULLETINS	1.0	0.1	0.3	0.3	0.3	0.3	0.3	0.3		3.0
		99999X	LOW COST MODIFICA	1.7	0.0	0.1	0.1	0.1	0.1	0.1	0.1		2.3
		TAWS	TERRAIN AWARENES	5.2	1.3								6.5
TOTAL FOR CLASS P				19.8	1.4	0.4	0.4	11.1	20.3	0.4	0.4	0.0	54.3
TOTAL FOR AIRCRAFT C-12				19.8	1.4	0.4	0.4	11.1	20.3	0.4	0.4	0.0	54.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-18	P	99999S	SERVICE BULLETINS	0.4		0.7	0.7	0.7	0.7	0.8	0.8		4.8
		99999X	LOW COST MODIFICA	5.5	0.0	0.1	0.1	0.1	0.1	0.1	0.1		6.1
		Z88888	REPROGRAMMINGS	-0.8	0.3								-0.4
TOTAL FOR CLASS P				5.1	0.3	0.8	0.8	0.8	0.8	0.9	0.9	0.0	10.5
TOTAL FOR AIRCRAFT C-18				5.1	0.3	0.8	0.8	0.8	0.8	0.9	0.9	0.0	10.5

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-20	P	99999S	SERVICE BULLETINS	1.6	0.0	0.4	0.6	0.4	0.4	0.4	0.4		4.3
		99999X	LOW COST MODIFICA	4.3	0.4	0.2	0.2	0.1	0.1	0.1	0.1		5.5
		Z88888	REPROGRAMMINGS	0.8	4.8								5.6
TOTAL FOR CLASS P				6.8	5.2	0.6	0.8	0.5	0.5	0.5	0.5	0.0	15.4
TOTAL FOR AIRCRAFT C-20				6.8	5.2	0.6	0.8	0.5	0.5	0.5	0.5	0.0	15.4

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-25	P	9709	GLOBAL AIR TRAFFIC	16.1		11.4	11.1	1.8					40.4
		99999S	SERVICE BULLETINS	10.5	0.6	0.8	0.8	0.8	0.8	0.9			15.2
		99999X	LOW COST MODIFICA	1.8	0.8	1.7	0.3	0.3	0.1	0.1	1.0		6.2
TOTAL FOR CLASS P				28.4	1.4	13.9	12.2	2.9	1.0	1.0	1.0	0.0	61.7
TOTAL FOR AIRCRAFT C-25				28.4	1.4	13.9	12.2	2.9	1.0	1.0	1.0	0.0	61.7

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-130	P-S	99999A	LOW COST SAFETY M			0.1	0.1	0.1	0.1	0.1	0.1	5.7	6.3
TOTAL FOR CLASS P-S				0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	5.7	6.3
C-130	P	_1701	C-130J Block 6.0 Upgra					5.3	44.0	42.0	31.5		122.8
		_2622	C-130J Low Cost Mods					5.0	19.8	3.9	15.2		43.9
		_6298	C-130J Block 6.1 Upgra							1.5	18.5		20.0
		17605B	AUTOPILOT/GCAS	229.2	9.3	13.4	4.9	3.4	1.6				262.0
		18600B	ELECTRICAL SYSTEM	83.7	4.8	5.4	5.7	4.3					103.9
		18603B	FUEL QTY SYS UPGR	14.3	1.8	1.7							17.8
		3149	INSTL OF SOLID-STA	5.0	0.3								5.3
		3353	HF AUTO COMM PRO	48.6	0.1								48.6
		3455	AIRLIFT DEFENSIVE S	105.3	5.7	3.9	0.3						115.2
		3587	MICROWAVE LANDIN	34.5	0.1								34.7
		6040	ENGINES	1.5	5.9	0.8		2.1	6.2	5.7	5.8		28.0
		8109	ARMOR PLATING	5.6	2.5	1.1							9.2
		8220	ALR-69 (RWR)	46.4	1.4	1.6	15.6	13.8	15.3	35.3	34.5	106.3	270.3
		8385	AN/AAQ-22M (FLIR)	5.9	3.1								9.0
		8424	AEROSPACE RESCU	17.7	1.1	2.4	19.8	32.4	32.6	10.6			116.6
		8448	BLEED AIR DUCT REP	4.2	1.8	1.0	0.5						7.4
		8455	INSTALLATION OF AN	18.0	2.6	8.4	0.1	0.1					29.3
		8517	C-130 AVIONICS MOD	2.3					108.7	136.3	216.1	2,906.4	3,369.8
		8520	NVIS	2.9	0.7	0.5							4.1
		8526	ENHANCED TCAS (TC	51.6	24.4	2.7	18.4	38.1	26.5				161.8
		8553	EMERGENCY ESSEN	0.5	0.3								0.8
		8558	INSTALLATION OF 3 R	0.5	0.1								0.5
		8561	SYNCHROPHASER WI	1.2	4.8	7.3	4.5	2.6	2.5				22.9

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
		8562	C-130 GENERATOR DI	1.0	1.3	2.5	1.7						6.5
		8577	ALE-47 CHAFF AND F		1.2	4.4	16.5	1.6					23.7
		8591	ALR-69 UPGRADE					10.3	10.9	11.4	11.8		44.4
		8626	C-130 SIMULATOR UP	7.3	4.5	3.7	2.5	7.8					25.7
		8629	LARGE AIRCRAFT INF				25.8	32.8	58.4	5.8	68.3		191.1
		8651	AAR-47 SENSOR UPG			0.6	7.9	5.6	5.0				19.1
		8662	AETC MTD UPGRADE						3.4				3.4
		8676	DUAL VHF RADIOS O		2.0	0.4							2.4
		8677	HC-130P/N UNIVERSA						17.2	21.1	29.0		67.3
		9119	ARC-222 RADIOS				4.5						4.5
		99999M	MISC SIMULATOR UP			0.0	0.0	0.0	0.0	0.0	0.0	5.7	5.7
		99999S	SERVICE BULLETINS	0.4		0.0	0.3	0.0	0.0	0.0	0.0	5.7	6.4
		99999X	LOW COST MODIFICA	4.0	1.9	1.9	0.1	0.1	1.2	0.1	0.1	5.7	15.1
		CWREPL	SYSTEMS/STRUCTUR						12.3	26.6	34.9	116.8	190.7
		DC101	FM IMMUNITY	6.4	1.1								7.5
		SCOUT	ANG SENIOR SCOUT				9.2	8.6	3.4	3.4	3.5		28.1
		Z88888	REPROGRAMMINGS	7.3	7.9	1.7							16.9
TOTAL FOR CLASS P				705.3	90.7	65.4	138.4	173.9	369.0	303.8	469.1	3,146.7	5,462.4
TOTAL FOR AIRCRAFT C-130				705.3	90.7	65.5	138.5	174.0	369.1	303.9	469.2	3,152.4	5,468.7

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
C-135	P-S	99999A	LOW COST SAFETY M	0.3		0.0	0.0	0.0	0.0	0.0	0.0		0.4
TOTAL FOR CLASS P-S				0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
C-135	P	17403B	STANDARD FLIGHT D	13.5	0.4	0.4							14.3
		3009E	C-135 REENGINE	590.8	59.1	0.0							649.9
		3149F	FLIGHT DATA RECOR	47.4	52.9	27.2	1.6						129.2
		3150PC	PACER CRAG (COMP	581.1	64.8	1.5							647.4
		3353	HF AUTO COMM PRO	22.2	0.4	0.1							22.8
		4218	HIGH RELIABILITY MA	11.0	0.9	0.8							12.8
		4231	MULTIPOINT REFUELI	77.1	2.6	2.3							82.0
		4310	INTERPHONE REPLA	31.9	2.3	0.1							34.3
		6030	REDUCED VERTICAL	80.9	43.7	19.3							143.9
		8629	LARGE AIRCRAFT INF								56.0		56.0
		9702	8.33 KHZ VHF RADIO	37.8	30.9								68.7
		9709	GLOBAL AIR TRAFFIC	64.8	19.0	86.7	86.3	130.5	149.3	129.0	133.4	257.0	1,056.0
		9737	ELECTROMAGNETIC			5.6	6.9						12.5
		9738	CONTROL COLUMN B					6.0	9.0	9.0	11.0		35.0
		9810	LD/HD RIVET JOINT T			14.9							14.9
		9812	RADOME REPLACEM				3.4	3.5					6.9
		99999X	LOW COST MODIFICA	7.2	2.0	1.6	0.5	1.0	1.0	1.0	0.5		14.7
		DC101	FM IMMUNITY	0.8	6.4								7.2
		SIM135	SIMULATOR UPGRAD	33.1	20.1	3.6	9.9	1.4					68.1
		TAWS	TERRAIN AWARENES	78.8	11.8	7.3							97.9
		Z88888	REPROGRAMMINGS	35.2	0.5								35.7
TOTAL FOR CLASS P				1,713.6	317.9	171.6	108.6	142.4	159.3	139.0	200.9	257.0	3,210.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG.</u>
TOTAL FOR AIRCRAFT C-135				1,713.9	317.9	171.6	108.7	142.4	159.3	139.0	201.0	257.0	3,210.7

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
E-3	P	3150	NAVSTAR GLOBAL P	65.2	2.2	0.9							68.2
		3371	ELECTRONIC SUPPO	343.7	3.5								347.2
		3402	DATA ANALYSIS PRO	105.0	0.1								105.1
		3403	HF MESSENGER			1.9							1.9
		3404	ATC COMPLIANCE					1.6		16.3	17.2		35.1
		50001P	PDMA	12.9	1.7	1.9	4.6	2.8	0.8	5.3	3.0		33.1
		50001T	BLOCK 40/45 BLOCK								71.7		71.7
		70001C	INTEGRATED BROAD	14.3	1.4	1.4	1.8						18.8
		7266	RADAR SYSTEM IMP	296.7	108.2	84.7	21.6	21.0	4.6				536.8
		8662	AETC MTD UPGRADE							0.1	0.5		0.7
		9709	GLOBAL AIR TRAFFIC								28.5		28.5
		99999X	LOW COST MODIFICA			0.0	1.5	0.0	0.0	0.0	0.0		1.5
		DC101	FM IMMUNITY	1.3	0.4								1.7
		T007	C2ISR TACTICAL DAT						17.9	6.2	6.3		30.4
		T8135	SATCOM DAMA					2.8	7.7	18.1	13.8		42.3
		Z88888	REPROGRAMMINGS	0.8	0.1								0.9
TOTAL FOR CLASS P				839.9	117.6	90.7	29.5	28.2	31.0	46.0	141.1	0.0	1,323.8
TOTAL FOR AIRCRAFT E-3				839.9	117.6	90.7	29.5	28.2	31.0	46.0	141.1	0.0	1,323.8

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
E-4	P	3149F	FLIGHT DATA RECOR	0.6	0.6	0.5							1.6
		3149T	TRAFFIC ALERT & CO	5.7	1.1	0.7							7.5
		3150	NAVSTAR GLOBAL P	29.2	7.2	3.1							39.6
		3410	NPES (NC2AIS) E-4B	0.3	0.8	0.9	0.5	0.5	0.5	0.6	0.6		4.7
		3505	MODIFIED MINIATUR	5.2	15.5	7.2	4.7						32.6
		4374	E-4 MISSION COMMU	21.3	1.7								23.0
		4381	E-4B NATIONAL AIRB					51.9	18.1	27.2	10.1		107.3
		4381B	E-4B NATIONAL AIRB							47.8	45.0		92.8
		4382	UHF SATCOM RADIO			1.9	1.7						3.7
		4383	MESSAGE PROCESSI			6.9							6.9
		4384	DEFENSE MESSAGIN			6.7							6.7
		4386	NATIONAL COMMAND			6.8							6.8
		4387	SENIOR LEADERS CO				19.0	9.0	3.0				31.0
		4388	VHF/FM				1.0	1.0					2.0
		9709	GLOBAL AIR TRAFFIC				8.2	10.4	3.9				22.6
		9709D	E-4B GATM PHASE III							5.8	17.1		22.9
		99999S	SERVICE BULLETINS	17.7	2.9	7.6	2.0	2.7	1.1	1.1	1.2		36.4
		99999X	LOW COST MODIFICA	6.0	1.1	2.0	2.0	2.0	2.0	2.0	2.0		19.1
		TAWS	TERRAIN AWARENES	3.8	1.4	0.3							5.5
TOTAL FOR CLASS P				89.8	32.3	44.6	39.1	77.6	28.6	84.6	76.0	0.0	472.6
TOTAL FOR AIRCRAFT E-4				89.8	32.3	44.6	39.1	77.6	28.6	84.6	76.0	0.0	472.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
E-8B	P	38200	RELIABILITY, MAINTAI			20.7	2.6	4.5	4.0	4.6	4.5		40.9
		38201	CRP (COMPUTER RE	60.8	33.9	42.3	14.1	13.2					164.3
		38202	SATCOM (SATELLITE				0.4	5.4	36.5	7.6			50.0
		38203	KILL CHAIN ENHANCE			3.5	2.2	10.1	3.1	4.8	4.8		28.7
		9709	GLOBAL AIR TRAFFIC						1.0	13.7	23.8		38.5
TOTAL FOR CLASS P				60.8	33.9	66.5	19.3	33.2	44.7	30.8	33.2	0.0	322.3
TOTAL FOR AIRCRAFT E-8B				60.8	33.9	66.5	19.3	33.2	44.7	30.8	33.2	0.0	322.3

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
H-1	P-S	99999A	LOW COST SAFETY M							0.7	0.7		1.4
TOTAL FOR CLASS P-S				0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	1.4
H-1	P	99999X	LOW COST MODIFICA	0.6	0.4	0.3	0.5	0.6	0.6	0.7	0.7		4.4
		Z88888	REPROGRAMMINGS	0.5	0.2								0.7
TOTAL FOR CLASS P				1.0	0.6	0.3	0.5	0.6	0.6	0.7	0.7	0.0	5.0
TOTAL FOR AIRCRAFT H-1				1.0	0.6	0.3	0.5	0.6	0.6	1.4	1.4	0.0	6.4

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
MH-60	P	6590	INSTALLATION OF SE	8.4	6.0	7.3	6.6	3.3	0.8				32.5
		8258	AN/AAQ-16B FLIR	15.5				25.8	6.8	1.3			49.3
		8494	UPGRADE CDU TO 48		1.6	0.9							2.5
		8560	SERVICE LIFE EXTEN		3.3	3.2	7.2	3.9					17.6
		99999S	SERVICE BULLETINS			0.0							0.0
		99999X	LOW COST MODIFICA	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.1		0.7
		T8415	UPGRADE COMMUNI	15.0	11.2	14.6	26.8	28.1	32.2	19.0	5.2		152.1
		Z88888	REPROGRAMMINGS	0.2	0.1								0.3
TOTAL FOR CLASS P				39.7	22.3	26.0	40.6	61.1	39.8	20.3	5.3	0.0	255.1
TOTAL FOR AIRCRAFT MH-60				39.7	22.3	26.0	40.6	61.1	39.8	20.3	5.3	0.0	255.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
OTHER	P-S	99999A	LOW COST SAFETY M		0.0	0.2	0.2	0.2	0.3	0.3	0.3		1.4
TOTAL FOR CLASS P-S				0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.0	1.4
OTHER	P	14212B	SUPPORT EQUIPMEN	8.8	0.0	0.1	0.1	0.1					9.0
		4501	EHF SATCOM						8.3	38.9	72.3	170.9	290.3
		8600	MISSILE LAUNCHER			0.6	0.5	0.5					1.6
		8666	PRECISION ATTACK		10.0	13.8	20.5	27.2	15.5	0.8	0.8		88.7
		99999J	MISCELLANEOUS LO	2.9	0.1	0.1	0.1						3.2
		99999U	LOW COST RETROFIT	0.2	0.6	1.1							1.9
		99999X	LOW COST MODIFICA	4.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0		4.8
		CMWS	COMMON MISSILE W			0.0	0.0	0.0	0.2	0.2	0.3		0.8
		E900	E-9A TELEMETRY SY					5.7	5.3	0.3	0.1		11.4
		F16HTS	HARM TARGETING S	13.7	0.8								14.5
		HTSR7	F-16 HTS R7 POD UP					10.3	14.5	16.5	5.3		46.7
		T8137	UHF SATCOM UPGRA	75.5	13.2	34.1	33.3	35.9	21.7	1.5	1.0		216.0
		Z88888	REPROGRAMMINGS	0.2	8.7								8.9
TOTAL FOR CLASS P				105.6	33.9	49.8	54.5	79.8	65.5	58.2	79.8	170.9	697.8
TOTAL FOR AIRCRAFT OTHER				105.6	33.9	49.9	54.7	80.0	65.7	58.4	80.1	170.9	699.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
PRDT	P	PRDLAS	PREDATOR LASER			15.2	10.5	10.7	10.9	11.2	11.3	0.1	69.9
TOTAL FOR CLASS P				0.0	0.0	15.2	10.5	10.7	10.9	11.2	11.3	0.1	69.9
TOTAL FOR AIRCRAFT PRDT				0.0	0.0	15.2	10.5	10.7	10.9	11.2	11.3	0.1	69.9

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG.</u>
CLASSI	P	1001	COMPASS CALL	152.0	44.7	41.6	18.5	17.5	8.2	8.4	130.4		421.5
TOTAL FOR CLASS P				152.0	44.7	41.6	18.5	17.5	8.2	8.4	130.4	0.0	421.5
TOTAL FOR AIRCRAFT CLASSI				152.0	44.7	41.6	18.5	17.5	8.2	8.4	130.4	0.0	421.5

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 03 PBR

02/13/2002

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
DARP	P	3009R	REENGINE	348.9	59.9	133.3	43.9	22.0	4.5				612.5
		4263	RIVET JOINT	315.3	74.4	34.3	88.7	54.8	86.5	96.6	92.4		843.0
		4265	COMBAT SENT	22.8	7.0	8.1	8.6	8.9	9.0	9.2	9.4		83.2
		4493	U-2 POWER	18.7	9.8	5.1	8.9	9.1	1.6				53.2
		4600	U-2 DUAL DATA LINK (	3.5	8.4								11.9
		SCOUT	ANG SENIOR SCOUT			23.0							23.0
TOTAL FOR CLASS P				709.3	159.5	203.8	150.1	94.8	101.6	105.8	101.8	0.0	1,626.7
TOTAL FOR AIRCRAFT DARP				709.3	159.5	203.8	150.1	94.8	101.6	105.8	101.8	0.0	1,626.7

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-2A				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$23.578	\$23.547	\$72.123	\$128.552	\$120.924	\$159.077	\$590.766	

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modifications budgeted in FY03 are the MK82 JDAM/Smart Bomb Rack Assembly and Link 16/CID/IFR. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	_8224	SMALL DIAMETER BOM							12.0	13.0	25.0
	110018	ACES II			0.1	0.4					0.5
	110023	ENHANCED TILES		0.1	0.1						4.0
	110024	ALTERNATE HIGH FREQ				13.8	13.9	15.9	9.6	18.8	106.3
	110025	MK82 JDAM / SMART BO			14.0	21.0	10.0				45.0
	110026	EHF SATCOM					15.1	58.9	42.0	25.3	141.3
	110027	EGBU-28 TRAINER INTE	3.0								3.0
	110028	F118 DIGITAL ELECTRO			3.8	4.0	2.5	1.7			12.0
	110029	CORRECTION OF DEFIC			1.5	8.0	12.0	24.3	3.5	6.5	55.8
	110030	AFT DECK CRACKS				3.0	11.5	16.8	17.4	43.3	92.0
	110031	MAINTENANCE TRaine			6.6	13.6					20.2
	110032	LINK 16/CID/IFR			35.0	62.7	52.5	39.9	21.0		211.1
	110033	RADAR SYSTEM MODIFI							483.9	787.7	1,271.6
	99999U	LOW COST RETROFIT M	0.2	0.1	0.6	0.6	1.6	0.5	0.3	0.1	6.6
	99999X	LOW COST MODIFICATI	0.5	0.1	0.6	1.4	1.9	1.0	1.0	0.8	11.9
	DC101	FM IMMUNITY	1.0								1.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 24	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-2A			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$23.578	\$23.547	\$72.123	\$128.552	\$120.924	\$159.077	\$590.766

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modifications budgeted in FY03 are the MK82 JDAM/Smart Bomb Rack Assembly and Link 16/CID/IFR. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	T8137	UHF SATCOM UPGRAD	18.9	23.3	9.9						58.9
TOTAL FOR CLASS P			23.6	23.6	72.2	128.6	120.9	159.1	590.8	895.5	2,066.1
TOTAL FOR AIRCRAFT B-2			23.6	23.6	72.2	128.6	120.9	159.1	590.8	895.5	2,066.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 24	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: EGBU-28 TRAINER INTEGRATION MN-110027
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

B-2 integration of the EGBU-28 (4700 lb Inertial Navigation System (INS)/Global Positioning System (GPS) guided munition) will provide a near precision strike capability against hard and deeply buried targets during all weather conditions. It will allow a weapon load-out of four EGBU-28s per Rotary Launch Assembly (RLA) (or eight EGBU-28s per sortie). B-2 integration of the EGBU-28 was initiated with FY00 Congressional plus-up funds (\$20.915M RDT&E), and continued with FY01 plus-up funds (\$15M RDT&E, \$3M Procurement) and FY02 plus-up funds (\$17.0M RDT&E). This funding supports efforts to bring the Aircrew Training System (ATS) and Weapons Loading Trainer (WLT) into full concurrency with the integration of EGBU-28 on the B-2 aircraft. If the EGBU-28 capability is not integrated into the ATS and WLT, EGBU-28 training will have to occur on combat ready aircraft; and, given the small size of the B-2 fleet, will negatively impact the weapon system's overall availability and Mission Capable rates. The number of trainers being modified was increased from eight (8) to nine (9) to correct an oversight during the previous update. The trainers being modified include three (3) Weapon System Trainers (WST), one (1) Mission Trainer, one (1) Weapons Load Trainer (WLT), and four (4) Cockpit Procedures Trainers (CPT).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Development began in FY00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		20.9		14.5		17.0		9.0				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[9]	3.0								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				3.0								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)								61.4	
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER							[9]	3.0	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								3.0
(Totals may not add due to rounding)									

Method of Implementation:

Initial Lead Time: 16 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)			02/02	
Delivery Date (Month/CY)			06/03	

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-2

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-2 Class P
 PE 0101127F Team POWER

Description/Justification

These funds are required to support B-2 modifications low in cost, but essential to the B-2 baseline aircraft. The mods being accomplished include, but are not limited to the following: The flooring upgrade (FY98-00) will add permanent flooring to the HIAC bay, which will reduce damage that occurs when installing the temporary flooring before performing maintenance. DMS Antennas (FY00) will be upgraded by AF personnel at WAFB. FY01+ funding will be used to improve air vehicle systems including spares & support equipment to meet operator requirements. The funds will be used to cover other low cost aircraft mods as they are identified.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	[1]	4.6	0.5		0.0		0.6		1.4		1.9	
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGP II		0.1										
FOT&E												
AWATING BTR												
TOTAL COST (BP-1100)		4.7	0.5		0.0		0.6		1.4		1.9	
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.0		1.0		0.8	[1]	11.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGP II								0.1
FOT&E								
AWATING BTR								
TOTAL COST (BP-1100)		1.0		1.0		0.8		11.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-96

	1	2	3	4
Quarters				
Input				
Output				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: FM IMMUNITY MN-DC101
 Models of Aircraft Affected: B-2

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-2 Class P
 PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This upgrade will allow the B-2 to operate the Instrument Landing System (ILS) in European countries with FM broadcasting radio stations. This upgrade consists of updating the ILS receivers to provide FM noise immunity. There is no Group A required. FM Immunity is a Global Air Traffic Management (GATM) requirement. Failure to complete this upgrade may force the B-2 to fly under undesirable flight path constraints.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

No development is required since this is an off the shelf item.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			21	0.9								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[4]	0.1								
SPARES			[2]	0.1								
TOTAL COST (BP-1100)			21	1.0								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							21	0.9
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[4]	0.1
SPARES							[2]	0.1
TOTAL COST (BP-1100)	<hr/>						21	1.0
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	12/01	
Delivery Date (Month/CY)	02/02	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: UHF SATCOM UPGRADE MN-T8137

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

Description/Justification

This effort replaces the current Ultra High Frequency/Very High Frequency (UHF/VHF) line-of-sight (ARC-215) radios with the Airborne Integrated Terminal (AIT) radio (2 per shipset bought under the AITG program and installed by user) along with a newly developed RF switch/bus unit (RFSU) and LNA (low noise amplifier)/Diplexer. The existing UHF low observable (LO) antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provide Air Combat Command (ACC) with secure, long range voice and data SATCOM capability, as well as interoperability with other Have Quick II users (allowing the B-2 to participate as part of the total force package) and 8.33KHz spacing on VHF for Eurocontrol. The LO antenna RFSU and LNA/Diplexer development risk is low. Installation costs are included in the acquisition costs of the kits. Modification of the remaining aircraft will be funded through the Air Force budget process. Purchase of the kits in FY01-02 is dependent on joint funding between the B-2 and MILSATCOM Terminals PEs in FY01-02 (B-2 PE 11127 FY98 - \$6.794M; FY01 - \$8.597M; FY02 - \$0.378M; FY03 - \$5.398M; MILSATCOM terminals PE 33601 FY01 - \$9.158M; FY02 - \$10.895M). In addition, the MILSATCOM is also planning to provide additional funding - \$2.0M in FY02 and \$1.5M in FY03.

Aircraft Breakdown: Active 9, Reserve 0, ANG 0

Development Status

The development effort was initiated with FY98 Congressional plus-up funds appropriated for upgrades to improve the deployability, survivability, and maintainability of the B-2 fleet. Development contract was definitized 4 Nov 1998. One aircraft will be upgraded during development.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		85.5		9.2		15.4		7.1				
PROCUREMENT (3010)												
INSTALL KITS			2	10.7	5	22.8	2	9.6				
KITS NONRECUR				7.2								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[2]	6.8										
SUPPORT-EQUIP												
OGC				1.0		0.5		0.3				
INSTALLATION OF HARDWARE												
FY-01 2 KITS							[1]		[1]			
FY-02 5 KITS									[4]		[1]	
FY-03 2 KITS											[2]	
TOTAL INSTALL							1		5		3	
TOTAL COST (BP-1100)			2	18.9	5	23.3	2	9.9				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								117.2
PROCUREMENT (3010)								
INSTALL KITS							9	43.1
KITS NONRECUR								7.2
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[2]	6.8
SUPPORT-EQUIP								
OGC								1.8
INSTALLATION OF HARDWARE								
FY-01 2 KITS							[2]	
FY-02 5 KITS							[5]	
FY-03 2 KITS							[2]	
TOTAL INSTALL							9	
TOTAL COST (BP-1100)							9	58.9

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 21 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)				12/01	08/02	01/03		
Delivery Date (Month/CY)				09/03	05/04	10/04		

Installation Schedule

Quarters	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-1B				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$48.267	\$36.823	\$98.026	\$164.769	\$257.678	\$238.311	\$218.552	

This line item funds modifications to the B-1B aircraft. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The overall goal of the modifications budgeted in FY03 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modification budgeted in FY03 is a continuation of the Avionics Computer. FY02 funding for MN-8972 Intermediate Automated Test Equipment (IATE) and MN-8974 Threat Awareness System (TSAS) is zero because of Congressional reductions to B-1 procurement funding. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3150-R	NAVSTAR GPS - COMM	5.9								146.6
	4165	EMERGENCY RESTRAIN	0.1	0.1							0.8
	4252	AVIONICS COMPUTERS	1.2	21.2	37.6	31.5	13.4				113.1
	4253	JDAM/1760 CONVENTIO	4.8								59.6
	4256	DEFENSIVE SYSTEM UP				44.7	66.4	92.7	85.3	193.7	482.8
	4274	JSOW/JASSM INTEGRA		0.1	8.1						8.2
	4280	FULLY INTEGRATED DA							3.7	15.8	19.5
	4281	B-1 INTEGRATED DATAL							8.5	34.9	43.4
	4282	B-1 INTEGRATED DATAL					132.1	92.8	56.7	74.7	356.3
	4284	CITS/EMUX UPGRADE					2.1		3.3	23.9	29.3
	5013	RF TOWED DECOY SYS	22.7	4.6	3.2	1.4					128.2
	5047	SIMULATOR UPDATES	4.9	0.5		0.3					38.0
	5048	WIND CORRECTED MU	0.1	0.2		23.5		3.9			32.1
	5055	INTEGRATED DEFENSIV				30.4	22.6	22.2	22.8	38.3	136.4
	6039	F101 DIGITAL ENGINE C	5.5	3.2	8.6	10.1	0.6				27.9
	6847	AN/ALQ-161A BAND 5 AF			7.9						7.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 25	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-1B				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$48.267	\$36.823	\$98.026	\$164.769	\$257.678	\$238.311	\$218.552	

This line item funds modifications to the B-1B aircraft. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The overall goal of the modifications budgeted in FY03 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modification budgeted in FY03 is a continuation of the Avionics Computer. FY02 funding for MN-8972 Intermediate Automated Test Equipment (IATE) and MN-8974 Threat Awareness System (TSAS) is zero because of Congressional reductions to B-1 procurement funding. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	7242	AN/ALQ-161A BAND 8 RF						12.3	10.0	7.3	29.5
	8411	RADAR IMPROVEMENT						12.1	26.7	146.6	185.5
	8421	LINK 16			7.0						19.8
	8495	AN/ALQ-161A DIRECTIO		6.0	0.9						7.0
	8525	AN/ALQ-161A JAMMER A					2.3	0.5			2.8
	8970	AN/ALQ-161A TAIL WAR				9.4	5.3				14.7
	8972	AUTOMATIC TEST EQUI			10.0	5.9	5.4				21.3
	8973	LOWER RUDDER HYDR		0.9							0.9
	8974	THREAT SITUATIONAL A			13.5	5.6	6.0				25.1
	99999X	LOW COST MODIFICATI	0.3	0.1	1.3	1.9	1.5	1.9	1.5	3.8	14.0
	DC101	FM IMMUNITY	1.2								1.2
	Z88888	REPROGRAMMINGS	1.6								4.7
TOTAL FOR CLASS P			48.3	36.9	98.0	164.8	257.7	238.3	218.6	539.1	1,956.6
TOTAL FOR AIRCRAFT B-1			48.3	36.9	98.0	164.8	257.7	238.3	218.6	539.1	1,956.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 25	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: NAVSTAR GPS - COMM UPGRADE (A/J RADIO) MN-3150-R

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

This modification improves the B-1's conventional mission effectiveness by upgrading the communications and navigational systems via the integration/installation of a Miniaturized Airborne Global Positioning System Receiver and an anti-jam radio. The GPS navigation system provides the ability to operate worldwide in all weather conditions with highly accurate, jam-resistant, 3-dimensional position, velocity and time data; increases weapon delivery accuracy; and provides required interfaces for GPS-aided munitions (e.g., JDAM & JSOW). The communications upgrade portion of the modification installs an anti-jam UHF/VHF/SINCGARS radio with SATCOM and voice only Demand Assigned Multiple Access (DAMA) capability to allow the aircraft to communicate with the force package when operating in hostile airspace. GPS/Comm components are priced as single kits and installs. Two test aircraft were modification during the EMD program. No retrofit is required.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Development Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		379.4										
PROCUREMENT (3010)												
INSTALL KITS	91	30.0										
KITS NONRECUR EQUIPMENT EQUIP NONREC	[91]	39.2										
CHANGE ORDERS		0.0		0.2								
DATA		1.9										
SIM/TRAINER	[29]	1.7										
SUPPORT-EQUIP		6.1										
GFP		4.4										
ICS		0.5		0.2								
OGC		0.8		0.0								
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	1.4										
FY-97 28 KITS	[28]	18.4										
FY-98 61 KITS	[53]	36.6	[8]	5.5								
TOTAL INSTALL	83	56.4	8	5.5								
TOTAL COST (BP-1100)	91	140.8		5.9								

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: AVIONICS COMPUTERS MN-4252

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This modification increases the B-1's conventional weapons capability by upgrading six avionics computer units (ACUs) with 4 upgraded ACUs and upgrading two Data Transfer Units (DTUs) along with related support equipment. This increases data processing capability and significantly improves long term supportability. The upgrade also enables simultaneous carriage of up to 3 different weapon types (weapon flexibility) and greatly reduces the software maintenance costs. Sixty kits for the aircraft are being procured. This modification is managed with the WCMD integration (MN-5048) [ie; Same contract, same contractor, etc...]. FY02 funds will procure 10 shipsets of hardware. Diminished Manufacturing Sources (DMS) funding procures computer chips and components for all 60 modification kits to prevent loss of the manufacturing source due to the manufacturer moving to the next technology insertion cycle (occurs approximately every 18-24 months in the computer processor industry).

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

EMD started in FY97. EMD completes second quarter of FY03.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		188.5		34.6		27.2		3.6				
PROCUREMENT (3010)												
INSTALL KITS	6	1.5			10	4.7	28	10.8	16	5.9		
KITS NONRECUR												
EQUIPMENT	[6]	5.2			[10]	7.1	[28]	15.1	[16]	8.2		
EQUIP		1.3		0.8								
NONREC												
CHANGE ORDERS						0.9	1.4		2.0			0.6
DATA				0.2								
SIM/TRAINER					[5]	1.4						
SUPPORT-EQUIP		0.1						0.4				
OGC								4.2	5.1			4.5
DMS (Diminished Manufacturing Sources)						6.5	4.0					
INSTALLATION OF HARDWARE												
FY-00 6 KITS			[1]	0.3	[2]	0.6	[3]	0.9				
FY-02 10 KITS							[3]	0.9	[7]	2.5		
FY-03 28 KITS									[23]	7.9	[5]	2.0
FY-04 16 KITS											[16]	6.3
TOTAL INSTALL			1	0.3	2	0.6	6	1.8	30	10.4	21	8.3
TOTAL COST (BP-1100)	6	8.1		1.2	10	21.2	28	37.6	16	31.5		13.4

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: JDAM/1760 CONVENTIONAL ENHANCEMENTS MN-4253

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

This modification procures 129 launcher conversion kits to integrate Mk-84 Joint Direct Attack Munitions (JDAM) onto the B-1B aircraft. JDAM is the first Mil-Std-1760 weapon planned for the B-1, so the mod reduces future weapons integration costs by providing the Mil-Std-1760 interface equipment. The first three kits were kit-proof units bought during EMD; the remaining 126 kits will be delivered to ACC for field-level installation on existing launchers in the inventory. Each B-1B aircraft can carry up to 3 launchers.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	[115]	51.6	[14]	4.8								
EQUIP												
NONREC												
CHANGE ORDERS		0.1										
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP		2.9										
ICS												
TOTAL COST (BP-1100)		54.8		4.8								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT							[129]	56.4	
EQUIP NONREC									
CHANGE ORDERS								0.1	
DATA								0.2	
SIM/TRAINER									
SUPPORT-EQUIP								2.9	
ICS									
TOTAL COST (BP-1100)	<hr/>								59.6

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 23 Months

Follow-On Lead Time: 22 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	06/96	02/97	09/98	01/99	12/99	11/00
Delivery Date (Month/CY)	05/98	12/98	07/00	11/00	10/01	09/02

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: JSOW/JASSM INTEGRATION MN-4274
 Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-1 Class P
 PE 0101126F Team POWER

Description/Justification

The Joint Standoff Weapon (JSOW) is an unpowered guided weapon with standoff capability. The Joint Air to Surface Standoff Missile (JASSM) is a powered guided weapon with long range standoff capability. JSOW-JASSM integration will provide improved combat effectiveness and aircraft survivability. Included in this upgrade are modifications to multipurpose rotary launchers (MPRLs), modifications to the associated launcher support equipment, and updates to the technical data. This modification also funds the power modification to the MPRL to increase available power for all weapons on the MPRL. MPRL mod kits will be installed by Air Force personnel at a main operating base. Each of the 60 B-1B aircraft can carry up to 3 MPRLs and each MPRL can carry up to 8 JASSM or up to 4 JSOW weapons. One MPRL will be modified on the EMD contract and an additional 64 MPRL (of the 129 total MPRL) will be modified for JSOW-JASSM capability. Note: The JSOW integration modification (MN4723) has been consolidated into this modification package to manage the JSOW-JASSM program as a single integration effort.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Risk reduction started in FY98. EMD began in FY99.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		25.4		8.2		23.7		27.7		26.5		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					2	0.1	62	8.1				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					2	0.1	62	8.1				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								111.4
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							64	8.2
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							64	8.2
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 16 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)					06/02	11/02
Delivery Date (Month/CY)					10/03	11/02

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This modification installs the Navy AN/ALE-50(V)-1 Towed Decoy System (TDS) on the B-1B. The major components of the TDS include 2 launcher controllers, 2 launchers with magazines and canisters, and 8 AN/ALE-50 decoy rounds. TDS will employ the AN/ALE-50 as a repeater decoy to improve the survivability of the B-1B against radar directed threat systems. Funding does not include decoy rounds. FY96 funds were congressionally reprogrammed for program acceleration. In keeping with congressional intent, these kits were installed with FY96 funds. FY97 funds are for the kit proof kit, which was awarded before the FY96 acceleration. P3I program allows installation of improved launchers & controls beginning in FY01 and retrofit of 24 fielded aircraft. Group A for the 69th kit comes from contract equitable adjustment. The 70th kit was procured with 3600 funds in support of Defensive System Upgrade Program (DSUP) EMD. Four kits were procured with FY99 3017 Supplemental funds (documented in this mod), but will be installed with 3010 BP11 funds. Prior to FY99, program funded within PE 0207442F. Group A kit procurement in FY02 required to modify aircraft scheduled to be retained in the active B-1 fleet. The Group B required to fill the last 12 aircraft will be removed from previously modified aircraft that are placed in long term storage. Total Group A Installs equal 79. This is derived from 60 Group A kits used to support the Active Fleet, 8 to support those in ready-storage and 11 that were previously installed.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.7										
PROCUREMENT (3010)												
INSTALL KITS	66	41.5	13	5.7								
KITS NONRECUR		5.9										
EQUIPMENT	[66]	31.3	[18]	13.0								
EQUIP												
NONREC												
CHANGE ORDERS		0.9				0.8					0.1	
DATA		0.3		0.0		0.1		0.1			0.2	
SIM/TRAINER												
SUPPORT-EQUIP		1.0		0.1								
CONT LIAB		0.5										
OGC		8.3		0.0		0.1		0.1			0.1	
GFP		0.3				0.1						
FLIGHT TEST		0.5										
INSTALLATION OF HARDWARE												
FY-96 11 KITS	[11]	1.9										
FY-97 1 KITS	[1]	0.2										
FY-98 12 KITS	[12]	2.2										
FY-99 23 KITS	[9]	1.6	[9]	1.8	[5]	1.1						
FY-00 19 KITS			[7]	1.9	[9]	2.0	[3]	0.9				
FY-01 13 KITS					[1]	0.2	[7]	2.1	[3]	1.0		
TOTAL INSTALL	33	5.8	16	3.8	15	3.4	10	3.0	3	1.0		
TOTAL COST (BP-1100)	66	96.4	13	22.7		4.6		3.2		1.4		

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: SIMULATOR UPDATES MN-5047

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This modification provides hardware and software updates to the training system to reflect the aircraft configuration. FY98 funds purchased a computational system upgrade to the Maintenance Training Equipment (MTE) and FY97 funds purchased a computational system upgrade to the Cockpit Procedures Trainer (CPT). These upgrades will expand memory and spare time in both devices to accommodate Block D upgrades. The FY00 through FY01 funds are for a computational system upgrade to the Weapon Systems Trainer (flight simulator), the Mission Trainer (aft station simulator), and the rehost/upgrade of the WST/MT Instructor Operator Stations (IOS). Without these upgrades, the trainers cannot be modified to reflect the conventional mission upgrades being accomplished on the aircraft. The FY02 funds are required for upgrades to the CPT. Without this upgrade to the CPT, the trainer will not adequately reflect the aural tones produced by the aircraft defensive systems when various threats are recognized. These aural tones identify specific missile and anti-aircraft radar types targeting the aircraft. The quantities shown are not for purchase of simulators, but rather for updates being done to a variety of trainers/simulators already owned and maintained. The quantities pertain only to the number of different trainers being modified with each change, not the level of effort on each different trainer or even the consistency between the trainer modifications.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

No development.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		32.0		9.1		0.8		5.9		13.8		5.8
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER	[33]	32.3	[8]	4.9	[4]	0.5			[2]	0.3		
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		32.3		4.9		0.5				0.3		
(Totals may not add due to rounding)												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: F101 DIGITAL ENGINE CONTROL (DEC) MN-6039

Models of Aircraft Affected: B-1B

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P

PE 0101126F Team POWER

Description/Justification

The Digital Engine Control (DEC) replaces the existing analog augmentor fan temperature (AFT) control and central integrated test system (CITS) processor on the F101 Engine. The DEC includes drop-in replacement boards, built-in diagnostics and reprogram ability. It is interchangeable with the existing equipment physically replacing the AFT control and relegating the CITS processor to a pass-through function. Kits will be installed as an organizational level modification. The program requires modification of the entire B-1 engine pool of 441 engines.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			[93]	4.4	[56]	2.6	[146]	8.6	[146]	10.1	[10]	0.6
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				1.1		0.1						
SIM/TRAINER												
SUPPORT-EQUIP						0.6						
SOFTWARE												
OGC						0.0		0.0		0.0		0.0
TOTAL COST (BP-1100)				5.5		3.2		8.6		10.1		0.6
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT							[451]	26.2	
EQUIP NONREC									
CHANGE ORDERS									
DATA								1.1	
SIM/TRAINER									
SUPPORT-EQUIP								0.6	
SOFTWARE									
OGC								0.0	
TOTAL COST (BP-1100)	<hr/>								27.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	06/01	11/01	11/02	11/03	11/04
Delivery Date (Month/CY)	06/02	11/02	11/03	11/04	11/05

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: LINK 16 MN-8421

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This upgrade provides for ten shipsets of non-integrated Datalink equipment with interim line of sight and beyond line of sight data link capability. This is an interim solution being fielded on a limited number of aircraft pending development and fielding of a fully integrated data link solution (MN-3944, MN-4304, and MN-8224). The data links will provide real time situational awareness to the aircrew and the capability to relay command and control information to include target changes to the B-1B while enroute to the target area. The line of sight data link will be Link 16 with the beyond line of sight (BLOS) link provided by UHF SATCOM. Concept for this data link and BLOS capability was demonstrated on the B-1B during EFX-98. Additionally, BLOS capability was utilized on B-1s in Operation Allied Force.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	0.1					5	0.2				
KITS NONRECUR		0.1										
EQUIPMENT	[5]	5.8					[5]	6.1				
EQUIP		4.8										
NONREC												
CHANGE ORDERS		0.5						0.3				
DATA		0.8						0.2				
SIM/TRAINER												
SUPPORT-EQUIP		0.5						0.3				
TOTAL COST (BP-1100)	5	12.8					5	7.0				
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							10	0.3
KITS NONRECUR								0.1
EQUIPMENT							[10]	11.9
EQUIP NONREC								4.8
CHANGE ORDERS								0.8
DATA								1.0
SIM/TRAINER								
SUPPORT-EQUIP								0.7
TOTAL COST (BP-1100)							10	19.8
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 21 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	09/00			11/02
Delivery Date (Month/CY)	06/02			08/04

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-1 Class P
 PE 0101126F Team POWER

Modification Title and No: AN/ALQ-161A DIRECTION FINDING ENCODER MN-8495

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The current direction finding encoder (DFE) circuitry exhibits two major problems: 1) does not report actual Line Replaceable Unit (LRU) failures and 2) reports Could-Not Duplicate (CND) up to 70 percent of the time. Due to these circuitry problems, the capability to ground test the ALQ-161 system is affected. This modification fixes these problems, as well as, increases Direction Finding (DF) accuracy and reduces the processing load on the ALQ-161A computer processor. Flight testing of the modification is complete and has demonstrated almost complete elimination of erroneous direction beam data.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Development and flight test is complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					60	3.7						
EQUIP						0.2						
NONREC												
CHANGE ORDERS						0.1						
DATA						0.3						
SIM/TRAINER					[29]	0.2						
SUPPORT-EQUIP						0.4						
MOD OF SPARES						0.8						
OGC						0.3						
INSTALLATION OF HARDWARE												
FY-02 60 KITS							[60]	0.9				
TOTAL INSTALL							60	0.9				
TOTAL COST (BP-1100)					60	6.0		0.9				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							60	3.7
EQUIP NONREC								0.2
CHANGE ORDERS								0.1
DATA								0.3
SIM/TRAINER							[29]	0.2
SUPPORT-EQUIP								0.4
MOD OF SPARES								0.8
OGC								0.3
INSTALLATION OF HARDWARE								
FY-02 60 KITS							[60]	0.9
TOTAL INSTALL							60	0.9
TOTAL COST (BP-1100)							60	7.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	03/02	
Delivery Date (Month/CY)	03/03	

Installation Schedule

	Quarters	<u>FY-02</u>				<u>FY-03</u>		
		1	2	3	4	1	2	3
Input						15	25	20
Output						10	25	25

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-1 Class P
 PE 0101126F Team POWER

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

These are low cost mods to fix safety related problems on the aircraft. In addition, these are low cost mods which are necessary for reliability, maintainability, and/or improved system performance, and to reduce logistics costs. FY00 funds include \$877K for the Night Vision Lighting String low cost mod. FY01 funds are for a crew intercom rewire mod. FY02-FY07 are reserved for miscellaneous low cost modifications.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.8		0.3		0.1		1.3		1.9		1.5
46U921												
OTHER REPROG												
CONT LIAB												
ECP (PYLONS)												
TOTAL COST (BP-1100)		1.8		0.3		0.1		1.3		1.9		1.5
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.9		1.5		3.8		14.0
46U921								
OTHER REPROG								
CONT LIAB								
ECP (PYLONS)								
TOTAL COST (BP-1100)		1.9		1.5		3.8		14.0
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-95

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: FM IMMUNITY MN-DC101
 Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-1 Class P
 PE 0101126F Team POWER

Description/Justification

This modification provides for the upgrade of the B-1 Instrument Landing System (ILS) on 93 B-1 aircraft to avoid potential safety of flight interference from FM bands. The requirement for this modification is driven by International Civil Aviation Organization (ICAO) agreements that allowed FM band broadcasts to be transmitted at higher power levels of frequency modulation near the ILS band. Modification must be incorporated in aircraft operating or expected to operate in Europe.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			93	0.6								
EQUIP				0.3								
NONREC												
CHANGE ORDERS												
DATA				0.3								
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES				0.1								
TOTAL COST (BP-1100)			93	1.2								

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							93	0.6
EQUIP NONREC								0.3
CHANGE ORDERS								
DATA								0.3
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								0.1
TOTAL COST (BP-1100)	<hr/>						93	1.2
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>
Contract Date (Month/CY)	01/01
Delivery Date (Month/CY)	01/02

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-52			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$42.589	\$17.678	\$0.000	\$68.014	\$149.347	\$181.714	\$197.189

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The Low Cost modifications are completed in FY02 and FY03 is a transition year until FY04 Bomber Roadmap Upgrade funding begins. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3116A	B-52 MINIATURE RECEI	3.8								3.8
	3143	COMMON STRATEGIC R	2.5	0.3							4.7
	3150	NAVSTAR GLOBAL POSI	0.2	0.3							38.8
	3194	SITUATION AWARENES				36.7	46.8	23.9	30.0	35.8	173.2
	3263	INTEGRATED CONV ST	0.9	0.8							83.7
	3264	ELECTRO-OPTICAL VIE	1.5								8.5
	3308	VINSON	0.8	0.5							3.9
	3309	AIRBORNE WIDEBAND T							25.4		25.4
	3310	CALCM INFLIGHT BEYO						61.3	78.6		139.9
	3311	FUEL ENRICHMENT MO				0.4	0.6	0.2			1.2
	3312	TF33 OIL SYSTEM					0.8	0.8	0.8		2.3
	3313	TF33 ACCESSORIES SY					0.6	0.6	0.6		1.8
	3314	CONVENTIONAL ENHAN					20.1	21.1	7.8		49.0
	4222	ARC-210 RADIO	3.2	2.4							33.3
	4260	ADVANCED WEAPON IN	0.9	0.3							13.4
	4270	ECM IMPROVEMENT	21.3	12.1		13.8	46.7	41.2	14.8	44.2	205.9
	4371	GPS TACAN	5.6	0.7							50.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 26	PAGE NO. 1	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-52			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$42.589	\$17.678	\$0.000	\$68.014	\$149.347	\$181.714	\$197.189

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The Low Cost modifications are completed in FY02 and FY03 is a transition year until FY04 Bomber Roadmap Upgrade funding begins. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	4693	AVIONICS MIDLIFE IMPR				17.0	33.8	32.3	3.1		86.2
	9709	GLOBAL AIR TRAFFIC M						0.3	36.1	118.8	155.2
	99999X	LOW COST MODIFICATI	1.8	0.2		0.1					3.6
TOTAL FOR CLASS P			42.6	17.7	0.0	68.0	149.3	181.7	197.2	198.8	1,083.6
TOTAL FOR AIRCRAFT B-52			42.6	17.7	0.0	68.0	149.3	181.7	197.2	198.8	1,083.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 26	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR

Modification Title and No: B-52 MINIATURE RECEIVE TERMINAL (MRT) MN-3116A

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-52 Class P
 PE 0101113F Team POWER

Description/Justification

Miniature Receive Terminal (MRT) allows strategic bombers to receive VLF/LF radio signals which provide reliable and secure communications in a nuclear or jammed environment. Program complies with congressional mandate to modify 'Attrition Reserve' (AR) aircraft. Program approved by HQ USAF to use FY01 AR funding for out year installs.

Aircraft Breakdown: Active 0, Reserve 3, ANG 0

Development Status

HQ ACC direction ceased installation with 90 a/c. Redirected to procure and install final 3 a/c with FY01 funding.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			3	1.2								
KITS NONRECUR EQUIPMENT												
EQUIP NONREC			[3]	1.6								
CHANGE ORDERS DATA												
SIM/TRAINER SUPPORT-EQUIP												
OGC				0.0								
INSTALLATION OF HARDWARE												
FY-01 3 KITS				1.0	[3]							
TOTAL INSTALL				1.0	3							
TOTAL COST (BP-1100)			3	3.8								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3	1.2
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC							[3]	1.6
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.0
INSTALLATION OF HARDWARE								
FY-01 3 KITS							[3]	1.0
TOTAL INSTALL							3	1.0
TOTAL COST (BP-1100)							3	3.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		01/02	
Delivery Date (Month/CY)		07/02	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input									3			
Output									3			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: COMMON STRATEGIC ROTARY LAUNCHER (CSRL) MN-3143

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

The CSRL modification consists of aircraft structural, hydraulic and electric connections to allow the carriage of CSRL. All B-52's were planned to have internal capability to carry CSRL. However, this upgrade was not complete when the size of the fleet was to be reduced to 47 aircraft in the early 1990s. Subsequent bomber force structure decisions increased B-52 fleet requirement to 76 aircraft. This increase included aircraft which had not been modified to carry the CSRL. This out of configuration condition has caused numerous logistics and capability problems since the early 90's. Congressional Attrition Reserve funding has been appropriated and authorized to eliminate out of configuration conditions on the B-52 fleet. Program approved by HQ USAF to use FY00, FY01, and FY02 funding for installations, complying with congressional mandated to modify 'Attrition Reserve' aircraft. The modification changes the bay to allow internal rotary launchers.

Aircraft Breakdown: Active 7, Reserve 0, ANG 0

Development Status

Development complete. TCTO redevelopment for incremental installation and are not considered kit proofs.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	0.8	4	1.3								
KITS NONRECUR												
EQUIPMENT	[3]	0.3	[4]	0.4								
EQUIP		0.4										
NONREC												
CHANGE ORDERS												
DATA	[1]	0.0		0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 3 KITS		0.3			[3]	0.3						
FY-01 4 KITS				0.9			[4]					
TOTAL INSTALL		0.3		0.9	3	0.3	4					
TOTAL COST (BP-1100)	3	1.8	4	2.5		0.3						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							7	2.1
KITS NONRECUR								
EQUIPMENT							[7]	0.7
EQUIP NONREC								0.4
CHANGE ORDERS								
DATA							[1]	0.0
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 3 KITS							[3]	0.6
FY-01 4 KITS							[4]	0.9
TOTAL INSTALL							7	1.5
TOTAL COST (BP-1100)							7	4.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/01	01/02		
Delivery Date (Month/CY)	06/02	07/02		

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	2	2	2				
Output										1	2	2	2			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: INTEGRATED CONV STORES MGMT SYS MN-3263

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

This program provides a conventional stores management system using Military Standard 1760 specifications. The system is integrated into the offensive avionics system software and will enable the B-52 to carry, program, and launch Military Standard 1760 conventional weapons. FY99 Change Orders modify Group B hardware to meet advanced weapons specifications. Program complies with congressional mandate to modify 'Attrition Reserve' (AR) aircraft. Program approved by HQ USAF to use FY97, FY99, FY00, FY01, and FY02 AR funding for out year installs. This modification is baselined to the NAVSTAR GPS (MN-3150), HAVE NAP (MN-3375A), Harpoon (MN-4258), and Advanced Weapon Integration (MN-4260) modifications.

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	94	20.2										
KITS NONRECUR		8.5										
EQUIPMENT	[94]	9.0										
EQUIP												
NONREC												
CHANGE ORDERS		1.8										
DATA		3.8										
SIM/TRAINER	[6]	4.0										
SUPPORT-EQUIP		19.4										
OAPT		0.2										
ECP (PYLONS)	[13]	3.3										
OGC		0.1				0.1						
INSTALLATION OF HARDWARE												
FY-93 9 KITS	[9]	3.5										
FY-94 38 KITS	[38]	5.2										
FY-95 19 KITS	[12]	1.6	[7]	0.9								
FY-97 13 KITS	[13]	0.9										
FY-99 3 KITS	[3]	0.3										
FY-00 12 KITS					[3]	0.7	[9]					
TOTAL INSTALL	75	11.5	7	0.9	3	0.7	9					
TOTAL COST (BP-1100)	94	82.0		0.9		0.8						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: ELECTRO-OPTICAL VIEWING SYSTEM (EVS) MN-3264

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

This unit combines the three high failure Electro-Optical Viewing System (EVS) Line Replaceable Units (LRUs) into one highly reliable unit. Mean time between failure of 3200 hours is expected versus the current 173 hours. Reduces internal LRU cards from 75 to 10. Improves EVS reliability and maintainability.

Aircraft Breakdown: Active 20, Reserve 1, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	0.8	8	0.2								
KITS NONRECUR EQUIPMENT	[13]	5.5	[8]	1.3								
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER	[3]	0.3										
SUPPORT-EQUIP		0.3										
OGC		0.1		0.0								
TOTAL COST (BP-1100)	13	7.0	8	1.5								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							21	1.0
KITS NONRECUR								
EQUIPMENT							[21]	6.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[3]	0.3
SUPPORT-EQUIP								0.3
OGC								0.1
TOTAL COST (BP-1100)	<hr/>						21	8.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 30 Months

Follow-On Lead Time: 8 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>
Contract Date (Month/CY)			06/99
Delivery Date (Month/CY)			12/01

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: VINSON MN-3308

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F Team POWER

Description/Justification

Provides an Ultra-High Frequency (UHF) secure voice capability. Integrates Group B/KY-100 tactical secure voice equipment provided by SA-ALC with existing UHF command radio and the ARC-210 radio. HQ USAF approved use FY01 funding for FY02 and FY03 installations. Program complies with Congressional mandate to modify 'Attrition Reserve' aircraft. This modification is baselined to ARC-210 MN#4222.

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	65	0.9	29	0.7								
KITS NONRECUR EQUIPMENT EQUIP NONREC												
CHANGE ORDERS		0.2										
DATA		0.1		0.1								
SIM/TRAINER	[4]	0.1										
SUPPORT-EQUIP OGC		0.0										
INSTALLATION OF HARDWARE												
FY-92 11 KITS	[11]	0.2										
FY-93 36 KITS	[36]	0.6										
FY-98 18 KITS	[18]	0.3										
FY-01 29 KITS					[8]	0.5	[21]					
TOTAL INSTALL	65	1.1			8	0.5	21					
TOTAL COST (BP-1100)	65		29	0.8		0.5						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							94	1.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.2
DATA								0.2
SIM/TRAINER							[4]	0.1
SUPPORT-EQUIP								
OGC								0.0
INSTALLATION OF HARDWARE								
FY-92 11 KITS							[11]	0.2
FY-93 36 KITS							[36]	0.6
FY-98 18 KITS							[18]	0.3
FY-01 29 KITS							[29]	0.5
TOTAL INSTALL							94	1.7
TOTAL COST (BP-1100)							94	3.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/91	12/92						03/99		06/01		
Delivery Date (Month/CY)	09/92	09/93						12/99		03/02		

Installation Schedule

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input				11				36				36																				
Output				11				36																								
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input										8	7	7	7																			
Output										8	7	7	7																			

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ARC-210 RADIO MN-4222

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F Team POWER

Description/Justification

Provides multi-purpose radios for B-52H, improving frequency coverage, electronic countermeasures communications capability, flexibility, and interoperability with other services, air traffic control centers, and allied forces. Will provide UHF/VHF voice, AFSATCOM, maritime, and HAVE QUICK capability. Upgrade will modify Group B with DAMA kits. Contractor Field Team (CFT) will install DAMA. HQ USAF approved use FY02 Attrition Reserve Funding for FY03 installations. Program complies with Congressional mandate to modify 'Attrition Reserve' aircraft. This modification is baselined to VINSON (MN# 3308).

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	80	6.4	14	0.6								
KITS NONRECUR EQUIPMENT	[80]	7.8	[14]	1.7								
EQUIP NONREC												
CHANGE ORDERS		1.0										
DATA		0.4										
SIM/TRAINER	[4]	1.6	[4]	0.7								
SUPPORT-EQUIP												
DAMA EQUIP	[65]	5.3										
DAMA INSTALL	[47]	0.6										
OGC		1.5		0.2								
INTEGRATION		0.3										
INSTALLATION OF HARDWARE												
FY-92 11 KITS	[11]	0.3										
FY-93 36 KITS	[36]	1.3										
FY-98 18 KITS	[18]	1.0										
FY-99 15 KITS					[8]	0.1		[7]				
FY-01 14 KITS						2.4		[14]				
TOTAL INSTALL	65	2.6			8	2.4		21				
TOTAL COST (BP-1100)	80	27.6	14	3.2		2.4						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260
 Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-52 Class P
 PE 0101113F Team POWER

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

Modification integrates near-precision MIL-STD 1760 weapons onto the B-52H to include the Joint Direct Attack Munition (JDAM), Wind Corrected Munition Dispenser (WCMD), Joint Standoff Weapon (JSOW), and the Joint Air-to-Surface Stand-off Missile (JASSM). The modification provides operational flight program software updates and umbilicals and umbilical retention hardware. The program will procure fifty-four (54) shipsets of production hardware will be procured and installed on the Stub Pylon/Heavy Stores Adapter Beam (SP/HSAB). This modification is baselined to ICSMS (MN 3263) and GPS (MN 3150). ICSMS modified the SP/HSABs; therefore, no Group A procurement is required. EMD Phase I completed design of hardware. FY98/FY99 RDT&E funding was not used for hardware production. EMD Phase II (FY98 - FY00) provided the software design. Again, the program did not use phase II funds for hardware production (hardware physically/mechanically common to weapons).

Aircraft Breakdown: Active 50, Reserve 4, ANG 0

Development Status

Development is in two phases. Phase I develops umbilicals (IAW MIL-STD-1760) and umbilical retention hardware for carriage and release of JDAM, WCMD, JSOW and JASSM. Hardware design is complete and compatible with all Advance Weapons. Phase I also develops Stores Management Overlays (SMOs) and provides system level testing for JDAM and WCMD, which is complete for B-52. Phase II develops SMOs and provides system level testing for JSOW and JASSM. Ground/flight testing for JSOW is 2Q/FY99 - 1Q/FY02. Developmental Ground/Flight testing for JASSM is 2Q/FY00 thru 1Q/FY02. Delivery of hardware is complete for all 54 shipsets.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.5										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	54	9.6										
EQUIP		0.1										
NONREC												
CHANGE ORDERS		0.2										
DATA		0.8		0.5		0.1						
SIM/TRAINER	[5]	0.7		0.2								
SUPPORT-EQUIP												
OGC		0.8		0.2		0.2						
TOTAL COST (BP-1100)	54	12.2		0.9		0.3						
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								9.5
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							54	9.6
EQUIP NONREC								0.1
CHANGE ORDERS								0.2
DATA								1.4
SIM/TRAINER							[5]	0.9
SUPPORT-EQUIP								
OGC								1.2
TOTAL COST (BP-1100)							54	13.4

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>
Contract Date (Month/CY)		06/97	06/98
Delivery Date (Month/CY)		06/98	06/99

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: ECM IMPROVEMENT MN-4270
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

The ALQ-172 enhancement is an improvement to three of the common core Line Replaceable Units (LRUs). The contractor will modify the LRUs to a standard ECMI configuration. The modification incorporates a new circuit card with erasable proms and gate array modules. Memory and Mean-Time-Between-Failure (MTBF) are increased. This upgrade also adds a new Control Display Unit (CDU) to enhance operator and maintenance capabilities. Support equipment includes USM-604, Hot Mock-ups, and Enhanced Maintenance Test Sets for depot and organizational level. Program is using FY02 Congressional Attrition Reserve funding to purchase 6 kits.

Aircraft Breakdown: Active 77, Reserve 9, ANG 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	5.2										
PROCUREMENT (3010)												
INSTALL KITS	1	1.7	12	1.6	6	0.8			1	0.3	17	2.5
KITS NONRECUR												
EQUIPMENT	[1]	3.4	[12]	9.4	[6]	6.0			[1]	2.5	[17]	21.3
EQUIP										2.7		
NONREC												
CHANGE ORDERS												
DATA		0.5		2.5								2.0
SIM/TRAINER			[2]	3.2	[1]	0.3			[1]	2.0	[2]	3.0
SUPPORT-EQUIP		1.3		1.7		2.5				3.3		6.5
OGC		2.3		0.9		1.1				1.1		1.1
FLIGHT TEST		2.7										
RETROFIT				1.2		0.8				1.9		10.0
INSTALLATION OF HARDWARE												
FY-00 1 KITS					[1]							
FY-01 12 KITS				0.8	[6]		[6]					
FY-02 6 KITS						0.6	[6]					
FY-04 1 KITS											[1]	0.3
FY-05 17 KITS												
FY-06 18 KITS												
FY-07 17 KITS												
FY-08 14 KITS												
TOTAL INSTALL				0.8	7	0.6	12				1	0.3
TOTAL COST (BP-1100)	1	11.8	12	21.3	6	12.1			1	13.8	17	46.7

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	5.2
PROCUREMENT (3010)								
INSTALL KITS	18	2.7	17	2.6	14	2.2	86	14.4
KITS NONRECUR								
EQUIPMENT	[18]	23.6	[17]	10.0	[14]	19.8	[86]	95.9
EQUIP NONREC								2.7
CHANGE ORDERS								
DATA		0.5						5.5
SIM/TRAINER							[6]	8.4
SUPPORT-EQUIP		2.0				2.0		19.3
OGC		1.0		0.6		1.0		9.0
FLIGHT TEST								2.7
RETROFIT		10.0				16.3		40.2
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	
FY-01 12 KITS							[12]	0.8
FY-02 6 KITS							[6]	0.6
FY-04 1 KITS							[1]	0.3
FY-05 17 KITS	[17]	1.5					[17]	1.5
FY-06 18 KITS			[18]	1.7			[18]	1.7
FY-07 17 KITS					[17]	1.6	[17]	1.6
FY-08 14 KITS					[14]	1.3	[14]	1.3
TOTAL INSTALL	17	1.5	18	1.7	31	2.8	86	7.7
TOTAL COST (BP-1100)	18	41.2	17	14.8	14	44.2	86	205.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)					03/00	06/01	03/02		10/03	10/04	10/05	10/06	10/07	10/08	
Delivery Date (Month/CY)					03/01	06/02	03/03		10/04	10/05	10/06	10/07	10/08	10/09	
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

Installation Schedule Continued

		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input					1				4	4	4	5	5	5	4	4	4	4	5	4	4	4	4	3	3				
Output	3					1				4	4	4	5	5	5	4	4	4	4	5	4	4	4	4	3	3			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: GPS TACAN MN-4371
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

GPS TACAN Replacement System (TRS) includes the installation of controls and displays, for situational awareness at the pilot/co-pilot stations. Includes a new Signal Data Converter (SDC) and Digital Data Loader (DDL) to interface with the current on board GPS system and a Crypto-Fill Port for electronic keying. Method of installation accomplished by Contractor Field Team and Depot. FY98 accelerated trial installation for AFMC aircraft. TRS incorporates the redesign of the GPS Group B Interface Unit (IU) in support of the 24 additional aircraft directed for GPS integration. The current IU has become unsupportable due to obsolete parts. The new Interface Unit will provide TACAN Emulation, AGM-142 capability, and support the current efforts of the Advance Weapons Integration Program (AWIP). This capability will be extended to the additional 35 aircraft and includes retrofit of the current (47) GPS capable aircraft. Program complies with congressional mandate to modify 'Attrition Reserve' (AR) aircraft. Program approved by HQ USAF to use FY97, FY99, FY00, and FY01 AR funding for out year installs. This modification is baselined with the GPS MOD (MN/3150) and ICSMS (MN/3263).

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

COMPLETE

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.7										
PROCUREMENT (3010)												
INSTALL KITS	82	8.2	12	1.3								
KITS NONRECUR EQUIPMENT	[82]	21.1	[12]	3.1								
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER	[6]	6.2			[6]	0.6						
SUPPORT-EQUIP		2.6										
INSTALLATION OF HARDWARE												
FY-97 9 KITS	[9]	1.3										
FY-98 33 KITS	[26]	1.8	[7]	1.2								
FY-99 35 KITS	[35]	2.0										
FY-00 5 KITS	[5]	0.3										
FY-01 12 KITS					[3]	0.1	[9]					
TOTAL INSTALL	75	5.4	7	1.2	3	0.1	9					
TOTAL COST (BP-1100)	82	43.6	12	5.6		0.7						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								8.7
PROCUREMENT (3010)								
INSTALL KITS							94	9.6
KITS NONRECUR								
EQUIPMENT							[94]	24.3
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[12]	6.8
SUPPORT-EQUIP								2.6
INSTALLATION OF HARDWARE								
FY-97 9 KITS							[9]	1.3
FY-98 33 KITS							[33]	3.0
FY-99 35 KITS							[35]	2.0
FY-00 5 KITS							[5]	0.3
FY-01 12 KITS							[12]	0.1
TOTAL INSTALL							94	6.7
TOTAL COST (BP-1100)							94	50.0

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		03/97	12/97	12/98	12/99	06/01		
Delivery Date (Month/CY)		03/98	12/98	12/99	12/00	06/02		

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input									1					9	8	10		3	11	11	11	11	11	2	2	2	1			1	2	3	3	3
Output										1				9	8	10		3	11	11	11	11	11	2	2	2	2	1		1	2	3	3	3

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-52 Class P
 PE 0101113F Team POWER

Description/Justification

These are low cost (less then \$900K) mods necessary for reliability, maintainability, improved system performance, and reduced logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.5		1.8		0.2				0.1		
TOTAL COST (BP-1100)		1.5		1.8		0.2				0.1		
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								3.6
TOTAL COST (BP-1100)	<hr/>							3.6
(Totals may not add due to rounding)								3.6

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-117				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$30.020	\$27.069	\$21.079	\$8.173	\$22.669	\$53.378	\$131.485	

This line item funds modifications to the F-117A aircraft. The F-117A is a twin engine, single seat fighter incorporating low-observable 'stealth' technology, enabling it to penetrate enemy air defenses and strike high-value targets with precision munitions. The primary modification budgeted in FY03 is the Single Configuration Fleet program to standardize the radar absorbing material (RAM) for the entire fleet. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	11331	STORES MANAGEMENT	6.3	7.4	4.7						22.3
	31904	STEEL COMPRESSOR C	0.1	0.1	0.1						0.7
	31927	OMNIBUS ENGINE MODI	0.9	0.7	0.3	0.3	0.3	0.3	0.3		5.3
	31937	SINGLE CONFIGURATIO	20.7	18.2	15.5	7.5	20.9				115.4
	31968	ENGINE ELECTRONIC C	0.3								2.0
	31972	EXPANDED DATA TRAN						2.3	1.9	4.8	9.0
	31973	INFRARED ACQUISITIO						33.2	111.8	112.6	257.6
	31974	COLOR MULTIPURPOSE						7.3	7.0	14.8	29.1
	31975	BROOKLYN BRIDGE					0.9	8.3	6.4	14.7	30.3
	31976	BC 2 WEAPON SIMULAT							1.4		1.4
	99999S	SERVICE BULLETINS	1.1	0.8	0.5	0.3	0.6				17.6
	99999X	LOW COST MODIFICATI			0.1	0.1	0.1	2.1	2.8		15.9
	DC101	FM IMMUNITY	0.6								0.6
TOTAL FOR CLASS P			30.0	27.1	21.2	8.2	22.7	53.4	131.5	147.0	507.1
TOTAL FOR AIRCRAFT F-117			30.0	27.1	21.2	8.2	22.7	53.4	131.5	147.0	507.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 27	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: STORES MANAGEMENT PROCESSOR UPGRADE (MIL-STD-1760) MN-11331

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Description/Justification

The Stores Management Processor (SMP) is the interface between the aircraft and the weapon. The SMP currently communicates with the weapons via a MIL-STD-1553 interface. Planned conventional weapons require a MIL-STD-1760 compliant, logical electrical and mechanical interface with the aircraft. This modification upgrades the SMP to a -15 configuration to provide a MIL-STD-1760 interface capability and enables future integration and utilization of Enhanced GBU-27, Joint Direct Attack Munitions, and Wind Corrected Munitions Dispenser while maintaining current capabilities. The F-117A SMP must undergo hardware and software modifications to incorporate this MIL-STD-1760 interface. Support equipment and Weapon System/Integrated Support Facility trainers must also be modified to support the new SMP configuration. The production support equipment consists of 7 Weapons Interface Tester-Controller/Detectors (WIT C/D) and 3 Weapons Interface Tester-Verification (WIT V).

Four SMP-15s were purchased with EGBU-27 CMNS funding in FY99 (via the FY99 Operational Rapid Response Supplemental 3017 appropriation) and are included in the EGBU-27 Acceleration P3A, MN-1133. Therefore, funding in this P3A modifies only 49 aircraft, not the full 53. FY00 Congressional funding of \$0.422M was redistributed to procure one (1) SMP-15 upgrade. Congressional notification and approval was accomplished by Jan 01. Aircraft breakout includes two aircraft modified during EMD.

Aircraft Breakdown: Active 53, Reserve 0, ANG 0

Development Status

The SMP successfully completed development and flight testing in May 01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	17.6										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	5	1.6	15	4.5	17	6.0	10	3.6				
EQUIP		1.1										
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[1]	0.6										
SUPPORT-EQUIP	[4]	0.4			[3]	0.3	[3]	0.3				
MOD OF SPARES	[1]	0.3	[6]	1.8	[3]	1.0	[2]	0.7				
INSTALLATION OF HARDWARE												
FY-00	5	KITS										
FY-01	15	KITS										
FY-02	17	KITS										
FY-03	10	KITS										
TOTAL INSTALL												
TOTAL COST (BP-1100)	5	3.9	15	6.3	17	7.4	10	4.7				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[2]	17.6
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							47	15.6
EQUIP NONREC								1.1
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	0.6
SUPPORT-EQUIP							[10]	1.0
MOD OF SPARES							[12]	3.9
INSTALLATION OF HARDWARE								
FY-00 5 KITS								
FY-01 15 KITS								
FY-02 17 KITS								
FY-03 10 KITS								
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)	<hr/>							
							47	22.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 16 Months

Follow-On Lead Time: 14 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)					07/00	10/01	03/02	02/03		
Delivery Date (Month/CY)					11/01	12/02	05/03	04/04		

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarters	1	2	3	4	1	2	3	4																								
Input	4	5	4	3	3																											
Output	5	5	5	5	5	2																										

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: OMNIBUS ENGINE MODIFICATIONS MN-31927
 Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-117 Class P
 PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

F-117A engines were procured through the Navy and are modified at the Navy depot in conjunction with their engine program. This mod includes miscellaneous small modifications to increase engine life and reduce maintenance requirements. These changes include main fuel control block I and II changes, exhaust frame improvements, High Pressure Compressor - Variable Geometry Actuator (HPC VG) bushing material, and others. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. This P3A reflects funding previously programmed in the High Pressure Turbine Cooling Plate P3A (MN 31922) to accommodate other engine improvement requirements. The majority of concept development and testing is funded by the Navy's continuous improvement program (CIP). FY01 Engine Build cost efficiency initiative was accomplished with 3400 funds.

Aircraft Breakdown: Active 55, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		2.3		0.9		0.7		0.3		0.3		0.3
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
TOTAL COST (BP-1100)		2.3		0.9		0.7		0.3		0.3		0.3
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		0.3		0.3				5.3
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
TOTAL COST (BP-1100)		0.3		0.3				5.3
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: SINGLE CONFIGURATION FLEET MN-31937
Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The F-117A fleet has two major radar absorbing material (RAM) coating configurations, costly and labor intensive panel access technology, and five leading edge configurations. The Single Configuration Fleet (SCF) effort developed a single, optimized low observable configuration for the F-117 fleet and maintenance trainer. SCF features new leading edge technologies, spray-on coatings, new sheet RAMs, and new panel access technologies. This modification will greatly reduce maintenance requirements, decrease LO consumables, increase aircraft availability, and preserve Radar cross section performance. The SIM/TRAINER cost in FY99 (\$.151M) is for the Maintenance Trainer. FY99 kit install is trial kit install. Funding for installation is provided by Configuration Upgrade 7 (CU-7) depot installs. Mod Induction/Checkout includes Receiving (post flight, functional checks, inspection, engine removal, defuel), Teardown (review of parts, exterior shake), Service Bulletin Installation, Build Up/Checkout (reinstall parts, hydro & electrical checkouts, final operations checks, coating installation), and Paint/Redeliver (install engines, seat and canopy, weight & balance, fuel checkouts, preflight paint). Total number of SCF aircraft is 49 (47 operational and 2 CTF, leaving the fleet with 4 non SCF aircraft and a total of 2 (SCF plus one) LO configurations.

Aircraft Breakdown: Active 49, Reserve 0, ANG 0

Development Status

Development contract awarded June 96. All development and flight test completed Mar 99. Phases 1&2 included redesign of aircraft access panels, reduction in out-of-contour doublers and (RAM) products, evaluation of different types of sprayable RAM and Building 727 renovation to accommodate the robotic application system and integration of the coating delivery system. Phase 3 stripped and recoated a flight test asset, performed flight testing of the SCF modification and began preparations for fleet a/c mod. Phase 4 completed preparations and fabricated the first lot of kits for fleet mod. Milestone III was approved in June 99. Started full-up production in Oct 99.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)	[2]	10.7										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	20	14.3	9	6.4	7	5.0	3	2.3	2	1.6	6	4.7
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER	[1]	0.2										
SUPPORT-EQUIP												
MOD OF SPARES		1.8		0.6		0.3		0.1		0.4		0.7
MOD		4.8		4.3		4.1		4.2		1.6		4.5
INDUC/CHECKOUT												

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99 13 KITS	[11]	11.4	[2]	2.1								
FY-00 7 KITS			[7]	7.3								
FY-01 9 KITS					[8]	8.7	[1]	1.1				
FY-02 7 KITS							[7]	7.7				
FY-03 3 KITS									[3]	3.9		
FY-04 2 KITS											[2]	2.7
FY-05 6 KITS											[6]	8.2
TOTAL INSTALL	11	11.4	9	9.4	8	8.7	8	8.8	3	3.9	8	11.0
TOTAL COST (BP-1100)	20	32.7	9	20.7	7	18.2	3	15.5	2	7.5	6	20.9

(Totals may not add due to rounding)

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: F-117A

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-117 Class P
 PE 0207141F Team POWER

Description/Justification

The F-117A Fighter is a Contractor Logistics Support aircraft managed under Total System Performance Responsibility (TSPR) and is maintained in a manner consistent with FAA standards. Service Bulletins (SB) improve safety, reliability and maintainability. FY00-FY05 efforts include Service Bulletins such as Landing Gear Refurbishment, Canopy Saw Tooth Doubler, Main Overboard Fuel Vent Line, and Emergency Gear Pin Repair Initiator Box Rework. Due to the numerous small Service Bulletins included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

Aircraft Breakdown: Active 55, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		14.4		1.1		0.8		0.5		0.3		0.6
TOTAL COST (BP-1100)		14.4		1.1		0.8		0.5		0.3		0.6
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								17.6
TOTAL COST (BP-1100)	<hr/>							17.6
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-96

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: A-10			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$38.608	\$20.663	\$21.775	\$18.790	\$56.767	\$88.938	\$91.716

This line item funds modifications to the A-10 aircraft. The A-10 is a twin engine, single seat, close air support aircraft capable of delivering a full range of air-to-ground munitions as well as self defense air-to-air missiles. The primary modification budgeted in FY03 is the Integrated Flight & Fire Control Computer (IFFCC). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P-S	99999A	LOW COST SAFETY MO	0.2	0.3							0.6
TOTAL FOR CLASS P-S			0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6
P	18202B	TF-34 AGB LIFE IMPROV	0.8	0.7							1.7
	3150EG	EGI	29.9	7.8	5.3						190.6
	3301A	INTEGRATED FLIGHT &	6.8	5.4	10.6	6.6	2.1				31.5
	37120	DIGITAL DATA LINK				0.3	5.6	6.2	6.0	1.8	19.9
	4262	DIGITAL TERRAIN SYST			2.4	5.5					7.9
	9602	COUNTERMEASURE SE	0.8	4.0	3.5	4.4	5.5	4.5	6.8	5.3	34.8
	9801	1760 BUS				1.2	24.6	35.2	32.2	19.6	112.8
	9805	PRECISION ENGAGEME				0.7	19.0	43.1	46.8	29.9	139.5
	99999X	LOW COST MODIFICATI	0.1								0.2
	Z88888	REPROGRAMMINGS	0.1	2.5							3.2
TOTAL FOR CLASS P			38.5	20.4	21.8	18.8	56.8	88.9	91.7	56.6	542.1
TOTAL FOR AIRCRAFT A-10			38.6	20.7	21.8	18.8	56.8	88.9	91.7	56.6	542.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 28	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR
 Modification Title and No: TF-34 AGB LIFE IMPROVEMENT MN-18202B
 Models of Aircraft Affected: A-10A

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: A-10 Class P
 PE 0207131F Team POWER

Description/Justification

This modification will incorporate several design changes to the Accessory Gearbox (AGB) associated with unit removals due to Joint Oil Analysis Program (JOAP) rejects/bearing failures. The incorporation of the design fixes will extend the useful life of the AGB and reduce the existing maintenance expense associated with the high removal rate. These changes will significantly improve flight safety and engine reliability and will increase mean time between failures from 3482 to 23,021 hours. Total number of kits (962) is derived from 366 a/c x 2 engines = 732 + 155 spare engines + 75 gearboxes. Prior purchase of gearboxes brings total to 962.

Aircraft Breakdown: Active 211, Reserve 52, ANG 102

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	44	0.2	186	0.8	168	0.7						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
INSTALLATION OF HARDWARE												
FY-00 44 KITS			[44]									
FY-01 186 KITS					[186]							
FY-02 168 KITS							[168]					
TOTAL INSTALL			44		186		168					
TOTAL COST (BP-1100)	44	0.2	186	0.8	168	0.7						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							398	1.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
INSTALLATION OF HARDWARE								
FY-00 44 KITS							[44]	
FY-01 186 KITS							[186]	
FY-02 168 KITS							[168]	
TOTAL INSTALL							398	
TOTAL COST (BP-1100)							398	1.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)			01/00	01/01	01/02	
Delivery Date (Month/CY)			01/01	01/02	01/03	

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																								
Output													44								186			

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: EGI MN-3150EG
 Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: A-10 Class P
 PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

The Embedded Global Positioning and Inertial Navigation System (EGI) is a self-contained, all-weather navigation system which provides positioning, velocity, and acceleration data for the aircraft. In addition, EGI will replace the present inertial navigation unit (LN 39). This will result in an \$18M savings per year in maintenance costs upon completion of the modification installation.

The kit and installation total qtys are two greater than the a/c breakdown total because the two aircraft modified in FY92 had to be remodified with new kits. Final kits procured prior to Osan crash so one extra kit to be procured.

FY02/3 funding is for remaining installations of EGI kits.

Aircraft Breakdown: Active 215, Reserve 52, ANG 102

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	275	8.0	94	1.4								
KITS NONRECUR		24.6										
EQUIPMENT	[275]	62.0	[94]	18.4								
EQUIP												
NONREC												
CHANGE ORDERS		2.2		0.1								
DATA		6.4										
SIM/TRAINER	[1]	0.2										
SUPPORT-EQUIP		5.3										
ICS		6.2		0.2		0.2		0.2				
FLIGHT TEST		2.2										
MOD OF SPARES		0.1										
OGC		0.6		0.1		0.2		0.1				
SOFTWARE		18.3										

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-92 2 KITS	[2]	0.2										
FY-95 2 KITS	[2]	0.2										
FY-96 1 KITS	[1]	0.1										
FY-97 65 KITS	[65]	6.7										
FY-98 53 KITS	[53]	4.5										
FY-99 85 KITS			[85]	7.5								
FY-00 67 KITS			[25]	2.2	[42]	4.1						
FY-01 94 KITS					[35]	3.3	[59]	5.0				
TOTAL INSTALL	123	11.6	110	9.7	77	7.4	59	5.0				
TOTAL COST (BP-1100)	275	147.7	94	29.9		7.8		5.3				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							369	9.3
KITS NONRECUR								24.6
EQUIPMENT							[369]	80.3
EQUIP NONREC								
CHANGE ORDERS								2.3
DATA								6.4
SIM/TRAINER							[1]	0.2
SUPPORT-EQUIP								5.3
ICS								6.8
FLIGHT TEST								2.2
MOD OF SPARES								0.1
OGC								1.0
SOFTWARE								18.3
INSTALLATION OF HARDWARE								
FY-92 2 KITS							[2]	0.2
FY-95 2 KITS							[2]	0.2
FY-96 1 KITS							[1]	0.1
FY-97 65 KITS							[65]	6.7
FY-98 53 KITS							[53]	4.5
FY-99 85 KITS							[85]	7.5
FY-00 67 KITS							[67]	6.3
FY-01 94 KITS							[94]	8.3
TOTAL INSTALL							369	33.7
TOTAL COST (BP-1100)							369	190.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 14 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	03/92			04/95	11/95	06/97	02/98	06/99	02/00	02/01		
Delivery Date (Month/CY)	09/92			06/96	01/97	08/98	04/99	08/00	04/01	04/02		

Installation Schedule

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																																
Input				2																												
Output					2																											

Installation Schedule Continued

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input	1	29	36	43	36	36	23	15	18	18	20	21	24	26	9			
Output	1	19	33	41	39	36	30	15	17	18	19	21	23	25	18			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: INTEGRATED FLIGHT & FIRE CONTROL COMPUTER (IFFCC) MN-3301A

Models of Aircraft Affected: A/OA-10A

Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Description/Justification

Develop and install a new Integrated Flight and Fire Control Computer (formerly titled LASTE Upgrade Computer). The current computer is at its throughput and memory limits, which precludes future avionics mods approved in the A-10 MIP (Material Improvement Project). This mod is baseline for, and is required before, the following A-10 mods: Digital Data Link, Digital Terrain System, and 1760 Bus/Smart Weapons. Installation is based upon a 'pull and replace' field level swap-out. This mod is base lined with mod numbers 37120, 4642 and 9801. A Group A and B Kit is being procured for the Maintenance Trainer at Sheppard AFB in FY02. Quantity based on 366 a/c (including Trainer) +70 spares =436. The DTS provides a predictive Ground Collision Avoidance System (GCAS), passive ranging, database terrain following, obstruction warning and terrain reference navigation. This program is primarily software. Some of the software modules are proprietary and computer software license agreements must be purchased from the vendor.

Program was accelerated from FY02 to FY01 based on an FY01 Congressional Add.

Aircraft Breakdown: Active 211, Reserve 52, ANG 102

Development Status

Hardware development and software update/conversion will be done concurrently. Hardware consists of IFFCC computer. Hardware development was completed in FY01 and software engineering will extend into FY02. Hardware will be initially tested using an earlier version of the LASTE OFP. The purpose of R&D funding is to complete EMD of the upgraded computer and Aircraft Mod. Milestones: SRR Mar 99; PDR Jun 99; CDR Sep 99, Production Decision Jul 01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		9.4		8.6								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			57	3.2	51	3.0	146	8.9	87	5.5	25	1.6
EQUIP												
NONREC												
CHANGE ORDERS				0.1		0.1						0.1
DATA				0.3				0.1		0.0		0.1
SIM/TRAINER												
SUPPORT-EQUIP				2.3		0.2		0.1				
ICS				0.2		0.2		0.2		0.2		0.2
OGC				0.1		0.1		0.1		0.0		0.0
INSTALLATION OF H						0.1		0.1		0.1		0.1
MOD OF SPARES			[10]	0.6	[29]	1.7	[18]	1.1	[13]	0.8		
TOTAL COST (BP-1100)			57	6.8	51	5.4	146	10.6	87	6.6	25	2.1
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								18.0
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							366	22.3
EQUIP NONREC								
CHANGE ORDERS								0.2
DATA								0.4
SIM/TRAINER								
SUPPORT-EQUIP								2.6
ICS								1.0
OGC								0.3
INSTALLATION OF H								0.5
MOD OF SPARES							[70]	4.2
TOTAL COST (BP-1100)							366	31.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)				06/01	01/02	01/03	01/04	01/05	
Delivery Date (Month/CY)				06/02	01/03	01/04	01/05	01/06	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: COUNTERMEASURE SET MN-9602
 Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: A-10 Class P
 PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

The current Electronic Combat (EC) systems were installed into the aircraft under a design concept that required a separate Cockpit Control Unit (CCU) for each system. The EC systems functionality as a whole is cumbersome, systematically disjointed, with limited growth capability. This modification incorporates the Countermeasures Set (CMS) ALQ-213 system. This single unit replaces all existing CCUs and provide control of operation, mode selection, and management of the individual electronic warfare systems using one CCU that is Night Vision Goggle (NVG) compatible. It provides hands-on control, and improves pilot vehicle interface. The system can be programmed with up to 16 different chaff and flare scenarios that can be selected by the pilot. The current system supports only 1 pilot selected scenario. The system provides a manual mode of operation for coordinated EC system response. Future automatic, or semi-automatic, threat response growth provisions are included and await the development of applicable threat response software programs for implementation. This is follow-on modification procurement for Active Forces based on an AFRC and ANG program. Group B is managed by WR-ALC. Kit quantities include 1 additional for installation in Ground Trainer. Initial (FY01) purchase will be added to existing Guard and Reserve Delivery Order cutting procurement cost and time (to only 4 months).

FY03 funding will be used to purchase CMS kits and install kits.

Aircraft Breakdown: Active 212, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			3	0.0	48	0.7	14	0.2	40	0.6	30	0.5
KITS NONRECUR												
EQUIPMENT			[3]	0.1	[48]	2.5	[14]	0.8	[40]	2.3	[30]	1.8
EQUIP				0.3								
NONREC												
CHANGE ORDERS				0.2				0.1		0.2		0.1
DATA												
SIM/TRAINER			[2]	0.1	[1]	0.0	[2]	0.1	[2]	0.1		
SUPPORT-EQUIP						0.7				0.2		0.3
OGC				0.0		0.0		0.0		0.0		0.0
INSTALLATION OF HARDWARE												
FY-01 3 KITS			[3]	0.1								
FY-02 48 KITS							[48]	2.4				
FY-03 14 KITS									[14]	1.0		
FY-04 40 KITS											[40]	2.7
FY-05 30 KITS												
FY-06 22 KITS												
FY-07 55 KITS												
TOTAL INSTALL			3	0.1			48	2.4	14	1.0	40	2.7
TOTAL COST (BP-1100)			3	0.8	48	4.0	14	3.5	40	4.4	30	5.5

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	22	0.4	55	1.0			212	3.4
KITS NONRECUR								
EQUIPMENT	[22]	1.4	[55]	3.8			[212]	12.7
EQUIP NONREC								0.3
CHANGE ORDERS								0.6
DATA						0.1		0.1
SIM/TRAINER							[7]	0.3
SUPPORT-EQUIP		0.2				0.5		2.0
OGC		0.0		0.0		0.0		0.2
INSTALLATION OF HARDWARE								
FY-01 3 KITS							[3]	0.1
FY-02 48 KITS							[48]	2.4
FY-03 14 KITS							[14]	1.0
FY-04 40 KITS							[40]	2.7
FY-05 30 KITS	[30]	2.4					[30]	2.4
FY-06 22 KITS			[22]	2.0			[22]	2.0
FY-07 55 KITS					[55]	4.7	[55]	4.7
TOTAL INSTALL	30	2.4	22	2.0	55	4.7	212	15.2
TOTAL COST (BP-1100)	22	4.5	55	6.8		5.3	212	34.8

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 9 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)	10/00	12/01	12/02	12/03	12/04	12/05	12/06	12/07
Delivery Date (Month/CY)	07/01	12/02	12/03	12/04	12/05	12/06	12/07	12/08

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			3						12	12	12	12	3	3	4	4	10	10	10	10	9	7	7	7	6	6	5	5	14	14	14	13
Output			3						12	12	12	12	3	3	4	4	10	10	10	10	9	7	7	7	6	6	5	5	14	14	14	13

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$305.221	\$241.637	\$232.500	\$255.327	\$176.158	\$202.514	\$122.416

This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY03 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below. In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 20 systems to accelerate the fielding of F-15 C/D JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P	10211B	SECONDARY POWER U	2.6	1.6	0.4	2.8	1.0	0.1			13.1
	16628B	LANDING GEAR WIRING	0.6								15.9
	19203B	F100-220E ENGINE UPG	57.9	34.4	64.0	80.4					394.8
	3150E	GPS	0.7								41.5
	6106	SECONDARY POWER U	1.6	1.6	1.3	0.6	0.1				5.1
	6141	EAGLE 229 HPT OD FLO	0.1								8.5
	6145	FUEL NOZZLE DAMPING	1.4	0.8							2.6
	6146	IMPROVED DURABILITY	0.1								0.7
	6147	2ND STAGE FAN IMPRO	5.5								5.5
	6155	DIGITAL ELECTRONIC E	0.1								0.1
	6156	ENHANCED MAINTENAN	0.1								0.2
	8049	APG-63V(1) RADAR UPG	116.7	93.8	89.3	4.1	2.5				614.1
	8237	DIGITAL MAP SYSTEM	9.4	4.8							27.1
	8250	FIGHTER DATA LINK (F	0.9								131.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 1	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$305.221	\$241.637	\$232.500	\$255.327	\$176.158	\$202.514	\$122.416

This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY03 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below. In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 20 systems to accelerate the fielding of F-15 C/D JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
	8265	PROGRAMMABLE ARMA	3.6	16.9	19.5	29.3	19.9	6.0	2.8		98.1
	8314	AIR DATA PROCESSOR	5.2	5.1	4.4	5.5	4.3	1.8	0.7		31.7
	8352	JOINT HELMET-MOUNT	5.5	22.4	13.8	23.5	21.7	20.4	2.4		109.7
	8357	ADVANCED DISPLAY C				39.1	38.5	43.0	5.0		125.7
	8419	ALQ 135, BAND 1.5	31.0	52.9	33.0	57.5	60.5	60.2	56.5		410.1
	8420	FDL LINK 16	35.1								58.2
	8660	BOL	26.2								26.2
	8661	AETC MTD UPGRADES-			1.3						1.3
	8662	AETC MTD UPGRADES-		0.5				2.2	1.3		4.0
	8701	F-15 C/D GPS			5.3	12.1	20.0	2.5			39.9
	8702	F-15E ALR-56C					7.0	8.0			15.0
	8703	F-15 A/D DIGITAL VIDEO						8.4	22.0		30.5
	8704	F-15 C/D ALR-56C						13.3	2.0		15.2
	8705	F-15E DIGITAL VIDEO R						13.0	5.0		18.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 2	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$305.221	\$241.637	\$232.500	\$255.327	\$176.158	\$202.514	\$122.416

This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY03 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below. In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 20 systems to accelerate the fielding of F-15 C/D JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	99999E	MISC ENGINE UPDATE	0.2	0.1							0.4
	99999U	LOW COST RETROFIT M	0.2	0.2	0.1	0.2	0.6	0.1	0.1		5.1
	99999X	LOW COST MODIFICATI	0.4	0.2	0.2	0.3	0.1	1.3	1.9		8.2
	DC101	FM IMMUNITY	0.2								5.3
	IDECM	COMMON ELECTRIC CO						22.4	22.8		45.1
	Z88888	REPROGRAMMINGS		6.4							40.2
TOTAL FOR CLASS P			305.4	241.7	232.6	255.3	176.3	202.7	122.5	0.0	2,348.4
TOTAL FOR AIRCRAFT F-15			305.4	241.7	232.6	255.3	176.3	202.7	122.5	0.0	2,348.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 3	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: SECONDARY POWER UPGRADE A-D MN-10211B
Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Description/Justification

Modernization of five commodity components of the Secondary Power System (SPS), including the Jet Fuel Starter Fuel Control Unit, Central Gearbox, Left and Right hand Airframe Mounted Accessory Drive (AMAD), and Clutch Control Valve. Improves R&M of system by 125%. Increases the overall reliability of the SPS. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification quantity is for five component parts of varying total quantities, completed on these items at the Depot, and installed by Organizational and Intermediate (O&I) maintenance into 475 aircraft in the field. All installs and spares on the shelf are to be modified. Quantities shown are component quantities to be modified rather than aircraft install quantities.

Aircraft Breakdown: Active 398, Reserve 0, ANG 77

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	848	4.4	781	2.6	453	1.6	198	0.4	815	2.8	363	1.0
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC		0.0		0.0		0.0		0.0		0.0		0.0
TOOLING		0.1										
INSTALLATION OF HARDWARE												
FY-98 129 KITS	[129]											
FY-99 45 KITS	[45]	0.0										
FY-00 674 KITS			[674]	0.0								
FY-01 781 KITS					[781]	0.0						
FY-02 453 KITS							[453]	0.0				
FY-03 198 KITS									[198]	0.0		
FY-04 815 KITS											[815]	0.0
FY-05 363 KITS												
TOTAL INSTALL	174	0.0	674	0.0	781	0.0	453	0.0	198	0.0	815	0.0
TOTAL COST (BP-1100)	848	4.6	781	2.6	453	1.6	198	0.4	815	2.8	363	1.0

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3,458	12.8
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								0.0
TOOLING								0.1
INSTALLATION OF HARDWARE								
FY-98 129 KITS							[129]	
FY-99 45 KITS							[45]	0.0
FY-00 674 KITS							[674]	0.0
FY-01 781 KITS							[781]	0.0
FY-02 453 KITS							[453]	0.0
FY-03 198 KITS							[198]	0.0
FY-04 815 KITS							[815]	0.0
FY-05 363 KITS	[363]	0.0					[363]	0.0
TOTAL INSTALL	363	0.0					3,458	0.1
TOTAL COST (BP-1100)		0.0					3,458	13.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)	03/98	02/99	02/00	04/01	12/01	12/02	12/03	12/04	
Delivery Date (Month/CY)	03/99	02/00	02/01	04/02	12/02	12/03	12/04	12/05	

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					43	43	43	11	11	11	11	12	168	168	168	170	195	195	195	196	113	113	113	114	50	49	49	50	204	204	204	203
Output					43	43	43	11	11	11	11	12	168	168	168	170	195	195	195	196	113	113	113	114	50	49	49	50	204	204	204	203
	<u>FY-06</u>																															
Quarters	1	2	3	4																												
Input	90	91	91	91																												
Output	90	91	91	91																												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

This effort modifies the F100-PW-100/-200 engine to the F100-PW-220E configuration. -220E includes the core, gear pump and digital electronic engine control (DEEC) system. It will be equivalent to the new production -220 engine. Maintenance benefits include no engine trim, automated diagnostics, 23% fewer organizational-scheduled inspections, and 86% increased availability. Benefits include avoidance of six class A mishaps. Operational benefits include 32% faster idle-to-max transient, normal 10% thrust improvement, full envelope capability, unrestricted throttle movement, automatic secondary control and 225 knot air start capability. Install plan utilizes scheduled Depot Overhaul (O&M) funding as negotiated annually with the using command, and also military labor at the field production facility. The quantities in the EQUIPMENT line and MOD OF SPARES line represent the total number of equivalent engine upgrades procured. The INSTALLATION OF HARDWARE dollars represent the costs of labor for modifying DLR items associated with the engine upgrade kits purchased in the previous FY. FY01 Congressional add of \$36M increased quantity of kits purchased in that year.

Aircraft Breakdown: Active 267, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	98	119.2	36	48.0	19	29.3	31	50.8	26	50.6		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP							[1]	1.0				
MOD OF SPARES	[28]	34.5	[6]	8.7	[2]	3.1	[6]	9.7	[15]	24.8		
OGC		0.9		0.3		0.8		0.7		0.8		
INSTALLATION OF HARDWARE												
FY-93 3 KITS												
FY-94 18 KITS												
FY-97 20 KITS												
FY-98 18 KITS	[7]	2.0										
FY-99 22 KITS		1.5										
FY-00 17 KITS				1.0								
FY-01 36 KITS						1.2						
FY-02 19 KITS							1.9					
FY-03 31 KITS										4.3		
FY-04 26 KITS												
TOTAL INSTALL	7	3.5		1.0		1.2		1.9		4.3		
TOTAL COST (BP-1100)	98	158.1	36	57.9	19	34.4	31	64.0	26	80.4		

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							210	297.7
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[1]	1.0
MOD OF SPARES							[57]	80.8
OGC								3.5
INSTALLATION OF HARDWARE								
FY-93 3 KITS								
FY-94 18 KITS								
FY-97 20 KITS								
FY-98 18 KITS							[7]	2.0
FY-99 22 KITS								1.5
FY-00 17 KITS								1.0
FY-01 36 KITS								1.2
FY-02 19 KITS								1.9
FY-03 31 KITS								4.3
FY-04 26 KITS								
TOTAL INSTALL							7	11.9
TOTAL COST (BP-1100)							210	394.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	06/95	06/96			06/97	12/97	02/99	02/00	12/00	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)	06/96	06/97			06/98	12/98	02/00	02/01	12/01	12/02	12/03	12/04	12/05

Installation Schedule

	<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				

02/13/2002
 FY 2003 PBR
 Modification Title and No: SECONDARY POWER UPGRADE MN-6106
 Models of Aircraft Affected: F-15E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Description/Justification

Modernization of five commodity components of the Secondary Power System (SPS), including the Jet Fuel Starter Fuel Control Unit, Central Gearbox, Left and Right Hand Airframe Mounted Accessory Drive (AMAD), Clutch Control Valve, and Jet Fuel Starter. Increases R&M of the system in the overall reliability of the SPS by 125%. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification is a commodity mod. Five commodity parts of varying quantities will be modified at depot and will be installed by O&I maintenance. Aircraft does not have to be input into depot maintenance to receive mod. Mod quantities are commodity items to be modified, rather than aircraft installs.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			444	1.6	407	1.6	342	1.2	99	0.5		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC						0.0		0.0		0.0		0.0
INSTALLATION OF HARDWARE												
FY-01 444 KITS					[444]	0.0						
FY-02 407 KITS							[407]	0.0				
FY-03 342 KITS									[342]	0.0		
FY-04 99 KITS											[99]	0.0
TOTAL INSTALL					444	0.0	407	0.0	342	0.0	99	0.0
TOTAL COST (BP-1100)			444	1.6	407	1.6	342	1.3	99	0.6		0.0

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1,292	5.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								0.0
INSTALLATION OF HARDWARE								
FY-01 444 KITS							[444]	0.0
FY-02 407 KITS							[407]	0.0
FY-03 342 KITS							[342]	0.0
FY-04 99 KITS							[99]	0.0
TOTAL INSTALL							1,292	0.1
TOTAL COST (BP-1100)							1,292	5.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	04/01	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)	04/02	12/02	12/03	12/04	12/05

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					222	222	102	101	102	102	84	86	86	86	24	25	25	25		
Output					222	222	102	101	102	102	84	86	86	86	24	25	25	25		

02/13/2002
 FY 2003 PBR
 Modification Title and No: FUEL NOZZLE DAMPING MN-6145
 Models of Aircraft Affected: F15E-229 ENG

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Description/Justification

This effort provides new damped stage fuel nozzles and fuel manifold supply line bracket scheme to dampen vibratory stress on the F100-PW-229 engine. Existing fuel manifold supply lines have fractured, resulting in three engine shutdowns. Damped nozzle portion of retrofit is tied to depot return schedule of engine; bracketing portion of retrofit will be accomplished at I-Level. The retrofit consists of kits for brackets and kits for fuel nozzles, and include installs, spares, and spare modules. The commodity kits for brackets (260) are included in the FY01 kit buy.

Aircraft Breakdown: Active 92, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	69	0.3	45	0.2	33	0.2						
KITS NONRECUR			[15]	0.1								
EQUIPMENT				0.1								
EQUIP			[260]	0.0								
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.8		0.2						
INSTALLATION OF HARDWARE												
FY-00 69 KITS	[19]	0.1	[50]	0.2								
FY-01 45 KITS			[10]	0.0	[35]	0.2						
FY-02 33 KITS					[33]	0.2						
TOTAL INSTALL	19	0.1	60	0.2	68	0.4						
TOTAL COST (BP-1100)	69	0.4	45	1.4	33	0.8						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							147	0.7
KITS NONRECUR							[15]	0.1
EQUIPMENT								0.1
EQUIP NONREC							[260]	0.0
CHANGE ORDERS								
DATA								0.0
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.0
INSTALLATION OF HARDWARE								
FY-00 69 KITS							[69]	0.3
FY-01 45 KITS							[45]	0.2
FY-02 33 KITS							[33]	0.2
TOTAL INSTALL							147	0.7
TOTAL COST (BP-1100)							147	2.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 7 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	02/00	12/00	12/01
Delivery Date (Month/CY)	05/00	07/01	07/02

Installation Schedule

	Quarters	<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>		
		1	2	3	4	1	2	3	4	
Input		19	17	18	15	10	15	10	10	10
Output		19	17	18	15	10	15	10	10	10

02/13/2002
 FY 2003 PBR
 Modification Title and No: 2ND STAGE FAN IMPROVEMENTS MN-6147
 Models of Aircraft Affected: F-15E -229 ENG

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Description/Justification

Provides improved design 2nd stage fan stators for the F100-PW-229 engine. New stators will reduce vane airfoil chordwise bending mode to an acceptable level. Eight engines have been found with second stage fan vane cracking; two had liberated pieces and one caused compressor damage. Liberated pieces can stall an engine and result in a Non-Recoverable Inflight Shutdown (NRIFSD), Class A event. Class A rate without improvements is 0.75/100 Engine Flight Hours (EFH). Kit quantities include installs, spares, and spare modules. ECP 97QA034. Funding for this effort was not started in FY00, but rather in FY01 as originally stated in the FY00 PBR submittal.

Aircraft Breakdown: Active 92, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			255	5.5								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
TOTAL COST (BP-1100)			255	5.5								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							255	5.5
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.0
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
TOTAL COST (BP-1100)	<hr/>						255	5.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		12/00	12/01
Delivery Date (Month/CY)		08/01	08/02

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: APG-63V(1) RADAR UPGRADE MN-8049
 Models of Aircraft Affected: F-15 C/D

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

This modification provides significant improvements to the reliability and maintainability of the aging APG-63 radar. The current APG-63 is becoming logistically unsupportable because of parts obsolescence. Modification will ensure the F-15C is the world's best air superiority aircraft until the F-22 assumes primary air-to-air mission. APG-63(V)1 program is a building block and enabler for F-15 future growth capabilities such as Combat ID, Electronic Counter Measures, and the APG-63(V)2 radar. APG-63(V)1 must be supported through the end of the F-15 life. This program uses a form-fit-function contractor sustainment concept, vice organic, that incentivizes the contractor to proactively improve radar reliability and eliminate obsolete parts. Installs are done in field by contractor and take approximately 2 months from start to finish. Therefore, some aircraft will be inducted into the installation line in one quarter, but not complete until the following quarter.

Baseline FY02 quantity reduced from 25 to 23 and projected FY03 quantity reduced from 22 to 21 based on latest FY02 pricing. Significant per-unit price increase from FY01 to FY02 due to reduced quantity. In FY02, APG-63(V)1 Radar received \$34M as part of the Defense Emergency Relief Funding. Funding will be used to purchase 11 radar systems and additional spares in support of Operation Enduring Freedom to bring the FY02 total to 34 systems. This funding is not reflected in the FY02 program total. FY01 costs have been updated to reflect actuals due to contract award.

Aircraft Breakdown: Active 156, Reserve 0, ANG 0

Development Status

EMD start Aug 94. DT&E start Jul 97. LRIP awarded Aug 97. IOT&E effectiveness eval ended Jul 99. IOT&E suitability eval ended May 00. Follow-on suitability eval ended Mar 01. First system fielded in Mar 01 -- installs continue at a rate of 2-3 per month. Mean Time Between Maintenance Action (MTBMA) continues to improve and is currently above the projected growth maturation curve.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		218.5										
PROCUREMENT (3010)												
INSTALL KITS	76	3.6	36	1.3	23	0.8	21	0.7				
KITS NONRECUR												
EQUIPMENT	[76]	252.8	[36]	113.5	[23]	89.8	[21]	83.5				
EQUIP		37.6										
NONREC												
CHANGE ORDERS		0.0							0.0			0.1
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
ICS		11.2										
OGC		1.4		0.4		0.5		0.9				

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97 4 KITS	[4]	0.9										
FY-98 17 KITS	[11]		[6]	0.5								
FY-99 22 KITS			[12]	1.1	[10]	0.8						
FY-00 33 KITS					[25]	1.9	[8]	0.8				
FY-01 36 KITS							[34]	3.3	[2]	0.3		
FY-02 23 KITS									[23]	3.3		
FY-03 21 KITS									[3]	0.4	[18]	2.4
TOTAL INSTALL	15	0.9	18	1.6	35	2.7	42	4.1	28	4.0	18	2.4
TOTAL COST (BP-1100)	76	307.7	36	116.7	23	93.8	21	89.3		4.1		2.5

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								218.5
PROCUREMENT (3010)								
INSTALL KITS							156	6.4
KITS NONRECUR								
EQUIPMENT							[156]	539.6
EQUIP NONREC								37.6
CHANGE ORDERS								0.1
DATA								0.3
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
ICS								11.2
OGC								3.2
INSTALLATION OF HARDWARE								
FY-97 4 KITS							[4]	0.9
FY-98 17 KITS							[17]	0.5
FY-99 22 KITS							[22]	1.8
FY-00 33 KITS							[33]	2.7
FY-01 36 KITS							[36]	3.6
FY-02 23 KITS							[23]	3.3
FY-03 21 KITS							[21]	2.8
TOTAL INSTALL							156	15.7
TOTAL COST (BP-1100)							156	614.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 20 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)			06/97	01/98	06/99	05/00	06/01	03/02	01/03		
Delivery Date (Month/CY)			02/99	09/99	02/01	01/02	02/03	11/03	09/04		

Installation Schedule

	Quarters	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>									
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4						
Input																																							
Output																																							

02/13/2002
 FY 2003 PBR
 Modification Title and No: DIGITAL MAP SYSTEM MN-8237
 Models of Aircraft Affected: F-15E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Description/Justification

The effort replaces Remote Map Reader with a digital map system (DMS), incorporating R&M improvements. DMS provides a tactical situational display format to the aircrew via the cockpit display system.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	107	11.5	54	5.9	40	4.7						
EQUIP		0.4										
NONREC												
CHANGE ORDERS				0.6								
DATA												
SIM/TRAINER	[4]	0.5	[1]	0.1								
SUPPORT-EQUIP	[20]	0.3	[5]	0.2								
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
OGC												
DEPOT				2.5								
ICS		0.1		0.1		0.1						
TOTAL COST (BP-1100)	107	12.8	54	9.4	40	4.8						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							201	22.1
EQUIP NONREC								0.4
CHANGE ORDERS								0.6
DATA								
SIM/TRAINER							[5]	0.6
SUPPORT-EQUIP							[25]	0.5
INITIAL SPARES (WCF								
REIMBURSEMENTS)								
OGC								
DEPOT								2.5
ICS								0.4
TOTAL COST (BP-1100)							201	27.1

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		09/99	12/99	12/00	12/01
Delivery Date (Month/CY)		09/00	12/00	12/01	12/02

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: PROGRAMMABLE ARMAMENT CONTROL SET MN-8265

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Description/Justification

The F-15E Programmable Armament Control Set (PACS) upgrade program provides for the installation of the redesigned Converter-Programmer (C-P) and Electronic Sequencing Unit (ESU) subsystems. These redesigns provide the warfighter with required (MIL-STD-1760) interface capabilities for new smart weapons, computing power to utilize these weapons, improved reliability, maintainability, availability, and supportability. The redesign also includes provisions for future expansion of this weapon stores management system. Suite 4E+/Smart Weapons and Advanced Display Core Processor (ADCP) are dependent on PACS Upgrade installation. Initial lead time and follow-on lead time increased based on contractor's latest revised estimates. This is partially due to the fact that the use of a FMS customer to accelerate first article delivery failed to materialize. Funding in FY01 will productionize EMD design with initial lot buy of five retrofit kits and related support. The F-15 E227 aircraft program will fund the establishment of the production capability. Weapon Systems Umbilical quantities are for component parts of varying total quantities.

The funding in the Depot line reflect WR-ALC's Source of Repair Assignment Process (SORAP) estimate of the cost to establish an organic capability for PACS. Beginning in FY04, the four remaining conformal fuel tank (CFT) stations on the aircraft will be activated with MIL-STD 1760 interface capability which will allow increased F-15E offensive capability.

Aircraft Breakdown: Active 218, Reserve 0, ANG 0

Development Status

EMD successfully completed in Jun 99

Nuclear Certification in FY02-04 ensures requirement to field new OFP delivery of continued nuclear certified weapon systems.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.7										
PROCUREMENT (3010)												
INSTALL KITS			5	0.3	45	2.4	53	2.5	60	2.8	55	2.5
KITS NONRECUR												
EQUIPMENT			[5]	1.0	[45]	8.7	[53]	10.1	[60]	11.4	[55]	10.5
EQUIP				0.3								
NONREC												
CHANGE ORDERS				0.6		0.5		0.3		0.3		0.1
DATA				0.6		1.2		0.2		0.1		0.0
SIM/TRAINER												
SUPPORT-EQUIP				0.7		2.8		3.0		4.8		
NUCLEAR						0.7		0.8		0.2		
CERTIFICATION												
DEPOT							1.0		6.0			1.0
WEAPONS UMBILICALS			[5]	0.0	[45]	0.3	[53]	0.3	[60]	0.4	[55]	0.3
TRAINING						0.1		0.1		0.1		
OGC						0.1		0.1		0.1		
ICS						0.0		0.1				
GFP				0.0		0.1		0.0		0.0		0.0
1760 INTERFACE										1.9		4.0
CAPABILITY												
WARRANTY				0.0		0.0		0.1		0.1		0.1

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 5 KITS					[1]	0.0	[4]	0.1				
FY-02 45 KITS							[33]	0.9	[12]	0.3		
FY-03 53 KITS									[33]	0.8	[20]	0.4
FY-04 60 KITS											[43]	0.9
FY-05 55 KITS												
TOTAL INSTALL					1	0.0	37	1.0	45	1.1	63	1.3
TOTAL COST (BP-1100)			5	3.6	45	16.9	53	19.5	60	29.3	55	19.9
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								19.7
PROCUREMENT (3010)								
INSTALL KITS							218	10.5
KITS NONRECUR								
EQUIPMENT							[218]	41.7
EQUIP NONREC								0.3
CHANGE ORDERS		0.3		0.3				2.4
DATA								2.1
SIM/TRAINER								
SUPPORT-EQUIP								11.3
NUCLEAR								1.7
CERTIFICATION								
DEPOT								8.0
WEAPONS UMBILICALS							[218]	1.4
TRAINING		0.1						0.2
OGC		0.1		0.1				0.5
ICS								0.1
GFP		0.0						0.2
1760 INTERFACE		4.0		2.0				11.9
CAPABILITY								
WARRANTY		0.0						0.3
INSTALLATION OF HARDWARE								
FY-01 5 KITS							[5]	0.1
FY-02 45 KITS							[45]	1.2
FY-03 53 KITS							[53]	1.3
FY-04 60 KITS	[17]	0.4					[60]	1.4
FY-05 55 KITS	[41]	1.1	[14]	0.4			[55]	1.4
TOTAL INSTALL	58	1.5	14	0.4			218	5.4
TOTAL COST (BP-1100)		6.0		2.8			218	98.1

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)						06/01	12/01	12/02	12/03	12/04	12/05	
Delivery Date (Month/CY)						08/02	02/03	02/04	02/05	02/06	02/07	

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	10	13	13	14	13	15	15	15	15	14	13	14	14	14																						
Output	12	6	12	15	8	16	17	22	11	18	12	17	12	2																						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: AIR DATA PROCESSOR MN-8314

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

Description/Justification

The Air Data Processor (ADP) provides a high quality supportable 2-level maintenance subsystem, and a tailored source for accurate atmospheric sensing, cueing, and weapons delivery. Modification replaces five aging non-supportable avionics subsystems: air data computer, two electronic air inlet controllers; pressure sensor assembly, and flap blow-up switch. The 3010 ADP production is unrelated to SEC tables development. The Advanced Display Core Processor (ADCP) Program is baselined with ADP deliveries. The unit purchase/installation schedule has changed due to a WR-ALC-revised Programmed Depot Maintenance (PDM) schedule and an increase in required installation manhours, going from 175 to 200 hours. Definitization of FY02-06 production options completed in Apr 01. Seven ADP units procured as part of E210 configuration, and 10 units procured as part of E227 configuration.

Aircraft Breakdown: Active 196, Reserve 0, ANG 0

Development Status

Development of Group A kit, software integration of ADP, and SEC development were completed in FY01. Time Compliance Technical Orders (TCTO) Validation/Verification completed in Sep 00. Developmental Testing and Evaluation (DT&E) of hardware and software (V1.0 and V2.0) completed in Oct 00. Operational Testing and Evaluation (OT&E) was completed Dec 01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[5]	2.9										
PROCUREMENT (3010)												
INSTALL KITS	42	0.9	38	0.8	24	0.5	24	0.5	38	0.9	30	0.7
KITS NONRECUR												
EQUIPMENT	[42]	3.5	[38]	3.2	[24]	2.0	[24]	2.1	[38]	3.3	[30]	2.7
EQUIP		0.1										
NONREC												
CHANGE ORDERS		0.2		0.5		0.4		0.2		0.1		0.1
DATA						0.5				0.5		
SIM/TRAINER												
SUPPORT-EQUIP						1.0		0.5				
ICS				0.0		0.1		0.1		0.1		0.1
WARRANTY		0.0		0.0		0.0		0.0		0.0		0.0
PARTS RETESTING		0.0		0.0		0.0		0.0		0.0		0.0
OGC				0.5								
INSTALLATION OF HARDWARE												
FY-00 42 KITS			[5]	0.1	[35]	0.6	[2]	0.2				
FY-01 38 KITS							[38]	0.6				
FY-02 24 KITS							[9]	0.2	[15]	0.4		
FY-03 24 KITS									[6]	0.2	[18]	0.4
FY-04 38 KITS											[11]	0.3
FY-05 30 KITS												
TOTAL INSTALL			5	0.1	35	0.6	49	1.0	21	0.5	29	0.7
TOTAL COST (BP-1100)	42	4.7	38	5.2	24	5.1	24	4.4	38	5.5	30	4.3

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[5]	2.9
PROCUREMENT (3010)								
INSTALL KITS							196	4.4
KITS NONRECUR								
EQUIPMENT							[196]	16.8
EQUIP NONREC								0.1
CHANGE ORDERS		0.1						1.6
DATA		0.3						1.3
SIM/TRAINER								
SUPPORT-EQUIP		0.3						1.9
ICS		0.2		0.1				0.7
WARRANTY								0.1
PARTS RETESTING		0.0						0.1
OGC								0.5
INSTALLATION OF HARDWARE								
FY-00 42 KITS							[42]	0.9
FY-01 38 KITS							[38]	0.6
FY-02 24 KITS							[24]	0.6
FY-03 24 KITS							[24]	0.6
FY-04 38 KITS	[27]	0.6					[38]	0.9
FY-05 30 KITS	[8]	0.2	[22]	0.6			[30]	0.8
TOTAL INSTALL	35	0.8	22	0.6			196	4.3
TOTAL COST (BP-1100)		1.8		0.7			196	31.7

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)		06/00	12/00	12/01	12/02	12/03	12/04	12/05	
Delivery Date (Month/CY)		06/01	05/02	05/03	05/04	05/05	05/06	05/07	

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									2	9	11	10	8	12	12	12	10	7	5	4	6	6	6	6	9	10	9	9	11	12		
Output													5	8	7	12	8	9	17	14	9	5	5	5	6	3	7	8	11	7	7	13
	<u>FY-07</u>																															
Quarters	1	2	3	4																												
Input	10																															
Output	8	13	9																													

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: JOINT HELMET-MOUNTED CUEING SYSTEM MN-8352

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Description/Justification

The Joint Helmet Mounted Cueing System (JHMCS) provides pilots the capability to aim weapons and sensors by simply looking at the intended target, as opposed to the current, cumbersome technique of using the radar or maneuvering the entire aircraft towards the target. This capability, coupled with next generation missiles such as the AIM-9X, will regain the first look/first shot advantage in the close-in, highly dynamic within visual range (WVR) air-to-air combat arena. Existing threat aircraft are equipped with High Off-Boresight Systems (HOBS) consisting of helmet mounted sights and missiles with greater off-boresight capability than the current AIM-9L/M, putting U.S. fighter pilots at a severe disadvantage in a close range dogfight.

The JHMCS system alone significantly increases combat capability by increasing situation awareness and enabling pilots to consistently exploit the full capabilities of existing weapons, the navigation system, and the radar.

Modification kits include system components for installation on aircraft, plus additional pilot equipment due to the fact that there are more pilots than aircraft. Required Assets Available (RAA) is projected for 4QFY03.

The FY02 quantity increased because the requirement to upgrade aircraft simulators was dropped, however Egress Trainers will still be modified for JHMCS. To minimize the down time for any aircraft, the JHMCS installation schedule is tied directly to the APG-63(V)1 Radar installation schedule. The radar install period is 5-6 weeks while the JHMCS only requires 2.5 weeks. At various times, the contractor will be installing kits from two different delivery lots to ensure concurrent APG 63(V)1 Radar installs are maintained.

In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 20 systems to accelerate the fielding of F-15 JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total. FY01 costs have been updated to reflect actuals.

Aircraft Breakdown: Active 210, Reserve 0, ANG 0

Development Status

PDR and CDR completed FY98/4. Successful DT&E flight test completed FY01/3. In Dec 99, JHMCS EMD was extended 18 months to Mar 02 to resolve R&M issues and improve HOBS performance with AIM-9X. Operational test (OT) started Jun 01 and will be completed in Jan 02. This is a 1-month extension due to a delay in the start of JHMCS OT on the F/A-18 E/F. Significant first shot advantage with AIM-9X demonstrated against helmet-equipped MIG-29 aircraft. MS III will be completed in FY02. The EMD contract will be extended to better support the F-16/JHMCS integration schedule and the JHMCS-equipped test aircraft being used in AIM-9X OT through Dec 02. Navy-only JHMCS LRIP contract awarded Aug 00 to support F/A-18E/F. Second LRIP approved 21 May 01 to maintain efficient F-15 and F-16 retrofits concurrent with other aircraft modifications and provide sufficient training assets to support RAA. The JHMCS program is pursuing a third LRIP contract prior to MS III to ensure a continuous production flow of systems, particularly for F-15 installations and the Emergency Relief Funding acceleration.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.6		3.1		0.5						
PROCUREMENT (3010)												
INSTALL KITS			10	0.6	54	3.2	21	1.4	48	3.3	42	2.8
KITS NONRECUR												
EQUIPMENT			[10]	2.0	[54]	12.2	[21]	4.7	[48]	11.1	[42]	9.7
EQUIP				0.8		1.1		0.1				
NONREC												
CHANGE ORDERS				0.1		0.3		0.1		0.1		0.1
DATA						0.3						
SIM/TRAINER					[3]	0.9						

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010) Continued												
SUPPORT-EQUIP				1.2		3.5		0.9		3.7		1.0
OGC						0.1		0.1		0.1		0.1
TRAINING				0.4		0.4		0.2		0.3		0.2
ICS						0.3		2.7		3.4		4.4
PACKAGING						0.0		0.0		0.0		0.0
SUPT EQUIP- MAPPERS												
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
INSTALLATION OF HARDWARE												
FY-01 10 KITS			[10]	0.5								
FY-02 54 KITS							[54]	3.6				
FY-03 21 KITS									[21]	1.4		
FY-04 48 KITS											[48]	3.3
FY-05 42 KITS												
FY-06 35 KITS												
TOTAL INSTALL			10	0.5			54	3.6	21	1.4	48	3.3
TOTAL COST (BP-1100)			10	5.5	54	22.4	21	13.8	48	23.5	42	21.7
(Totals may not add due to rounding)												

Installation Schedule Continued

		<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	10	12	12	12	10	12	12	12	5			
Output	10	12	12	12	10	12	12	12	7			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: ALQ 135, BAND 1.5 MN-8419
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

Modification provides low/mid band jamming capability against electronic threats. Under the Band 1.5 EMD program, Band 1.5 has been integrated with the ALQ-135 Band 3 Internal Countermeasures Set (ICS) and ALR56C Radar Warning Receiver (RWR) to provide full threat coverage. A Band 1.5 system consists of one Control Oscillator (CO) and two RF Amplifiers (RFA). Support Equipment costs include nine Band 1.5 Special Purpose Requirements Authorized to Maintenance (SPRAM) shipsets. One SPRAM shipset consists of one CO and one RFA. SPRAM units are 'golden boxes' utilized by maintenance to troubleshoot and analyze failures in the field. The costs below reflect all production and fielding support of the Band 1.5 ICS. Due to funding realignments and production cycle extension across the FYDP, the Band 1.5 program will require the contract to be renegotiated in FY03. Received FY02 Congressional add of \$17.5M.

Aircraft Breakdown: Active 131, Reserve 0, ANG 0

Development Status

Hardware development is complete. Integration with ALR-56C RWR and Initial Development Flight Test was completed. Initial RDT&E EMD FY97/2-FY99/2. In over 330 cumulative hours of ground and flight testing, there have been very few Band 1.5 hardware failures. Initial IOT&E (FY99/3-FY99/4) identified opportunities to improve software performance of the system. The Band 1.5 program was restructured to incorporate these improvements prior to fielding. A second LRIP was executed in FY00 (Congressional notification has been accomplished) based upon outstanding hardware performance. Second phase of IOT&E completed 30 Jun 00. Milestone III approval received 12 Dec 00. Lot II contract award 12 Dec 00 and thirty four installs fielded to date. Lot III contract award 11 Dec 01 for 13 units and will be installed in early CY02. Remaining 6 units in FY02 will be procured in the Lot IV (FY03 Production Buy).

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		39.6										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	23	42.5	11	23.7	19	45.9	6	17.3	17	47.8	18	53.6
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.7				0.3		0.2		0.2		0.2
SIM/TRAINER												
SUPPORT-EQUIP		1.5		1.2		5.0		12.4		4.1		4.8
SPRAM	[5]	9.6	[1]	2.1								
OGC		1.6		1.5		1.3		2.6		4.8		1.8
GFE		1.8		2.3								
CONTRACT SUPPORT		0.1		0.1		0.5				0.6		
ICS		0.5						0.5				
TOTAL COST (BP-1100)	23	58.4	11	31.0	19	52.9	6	33.0	17	57.5	18	60.5
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								39.6
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	19	57.3	18	54.2			131	342.4
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.2		0.2				1.9
SIM/TRAINER								
SUPPORT-EQUIP		0.3		0.3				29.7
SPRAM							[6]	11.8
OGC		2.5		1.9				17.9
GFE								4.1
CONTRACT SUPPORT								1.4
ICS								1.0
TOTAL COST (BP-1100)	19	60.2	18	56.5			131	410.1

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)			02/99	12/99	12/00	12/01	12/02	12/03	12/04	12/05	12/06	
Delivery Date (Month/CY)			02/00	12/00	12/01	12/02	12/03	12/04	12/05	12/06	12/07	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: FDL LINK 16 MN-8420
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

The Fighter Data Link (FDL) Link 16 modification provides the F-15E a tactical data link radio which significantly improves operational effectiveness by providing real time, jam resistant digital data and voice transfer capability. This continuous automated exchange of data with other FDL and Link 16 equipped aircraft (Airborne Warning and Control System (AWACS), Rivet Joint, Joint Stars and other fighters) gives our pilots a significant increase in situational awareness, interoperability, and improves their survivability by four times. This modification integrates the capability of Fighter Data Link integration and Joint Tactical Information Distribution System (JTIDS) Link 16 programs. This is a Leader/Follower Program with FDL being the leader and Link 16 being the follower. Funding includes a \$12M Congressional plus-up in FY01. Program Management Line moved to Site Activation to reflect use of funding for activation of four (4) active duty sites, a fighter weapon school, and three (3) test squadrons. FY01 funds will support Site Activation activities in FY02 and FY03. Equipment Non-Recurring line has been increased to fund Must Pay IFF collocation issue. The ability to purchase complete installs for entire F-15E fleet (218) in FY01 was made possible through shrewd negotiations, necessary item underruns, FY00 Omnibus refund in FY01, and 10 installs paid by the E-227 Attrition aircraft buy-in in FY01. Program given permission by SAF/FMBI to fix Link 16 spares shortfall with 3010 BP11 funds.

Aircraft Breakdown: Active 218, Reserve 0, ANG 0

Development Status

RDT&E : Study FY97/2-FY98/1; EMD/Integr FY98/1 - FY99/1 (complete)

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.4										
PROCUREMENT (3010)												
INSTALL KITS	104	1.3	114	1.5								
KITS NONRECUR												
EQUIPMENT	[104]	18.1	[114]	20.5								
EQUIP		0.7		0.6								
NONREC												
CHANGE ORDERS		0.1		3.0								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.0										
OGC		0.5		0.2								
SPARES			[18]	3.3								
TRAINING				0.3								
PROGRAM MNGMT				0.6								
SITE ACTIVATION		1.6		4.3								
WARRANTY		0.9		0.6								
TOTAL COST (BP-1100)	104	23.2	114	35.1								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								19.4
PROCUREMENT (3010)								
INSTALL KITS							218	2.8
KITS NONRECUR								
EQUIPMENT							[218]	38.6
EQUIP NONREC								1.3
CHANGE ORDERS								3.1
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.0
OGC								0.8
SPARES							[18]	3.3
TRAINING								0.3
PROGRAM MNGMT								0.6
SITE ACTIVATION								5.9
WARRANTY								1.5
TOTAL COST (BP-1100)							218	58.2

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)				06/00	06/01
Delivery Date (Month/CY)				09/01	09/02

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: BOL MN-8660
Models of Aircraft Affected: A/B/C/D/E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

The BOL-515 countermeasure dispenser (CMD), produced by BAE, under license from Saab Avionics, of Sweden, is a non-developmental item (NDI) high-capacity chaff and pyrophoric infrared (IR) decoy dispenser for aircraft self-protection developed for installation inside a missile launcher rail (LAU-128). The modification equips all 114 ANG F-15A/B aircraft to carry up to 4 dispensers, each holding 160 packages of countermeasures (chaff or IR decoys). A rotatable pool of 114 BOL/LAU-128 shipsets (2 dispensers each), plus spares, will be procured with the initial buy. This approach maximizes warfighter flexibility by enabling any aircraft to support a conflict. (Note: cost reductions negotiated with the BOL manufacturer and integrator have allowed the number of shipsets to be increased from the 99 shown in the FY03BES P-3 to 114, meeting the full user requirement without an increase in total program costs.)

BOL IR provides the F-15 its only effective, covert, continuous, preemptive IR self-protection capability. This dramatically increases chances of survival in engagements with advanced threat IR missiles. The BOL-515/LAU-128 will be capable of being installed on the F-15A-E Weapon Stations 2A/B and 8A/B. The BOL Countermeasures Dispenser (CMD) will not replace the existing AN/ALE-45 CMD dispenser, but will augment it with additional capacity and increased capability. Without the BOL CMD the F-15 has only a minimal number of reactive, self-protection flares. This deficiency is compounded by the fact these reactive flares highlight the F-15, have limited preemptive effectiveness, and mainly attempt to increase miss distance of a missile already in flight.

This program is a FY01 Congressional Add to procure and install the BOL CMD system on the ANG's F-15A and B aircraft with 3010 BP1100 funds with installation of kits in FY03 and FY04. No 3010 BP1600 dollars were provided for initial spares, a waiver has been granted by SAF/AQXR and SAF/FMBI to use BP1100 for spares.

Aircraft Breakdown: Active 0, Reserve 0, ANG 114

Development Status

The BOL CMD system is a NDI manufactured by BAE. The Air Force began evaluation of the BOL system for the F-15 under a Foreign Comparative Test (FCT) program in 1997 after successful fielding of BOL on the Navy F-14 aircraft. The BOL CMD was developed for installation inside a missile launcher rail; for the F-15 it is a modified LAU-128. The initial FCT successfully evaluated BOL's functional performance and effectiveness on the F-15E in September 1998. The BOL integration program for the F-15C was initiated in October 1999. Two F-15Cs and one F-15A have been modified to carry the BOL-515/LAU-128 and a successful flight test program has been completed. Qualification has also been successfully completed. The FY01 Congressional Add of \$7.6M of RDT&E funds complete integration efforts for the A/B/C/D/E, except for F-15E Val/Ver, which will be completed as funds become available.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				7.3								
PROCUREMENT (3010)												
INSTALL KITS			114	2.6								
KITS NONRECUR				0.7								
EQUIPMENT			[114]	17.2								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.5								
SIM/TRAINER												
SUPPORT-EQUIP				1.1								
OGC				0.4								
ICS				0.3								
SPARES			[13]	1.0								

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 114 KITS				2.3			[48]		[66]			
TOTAL INSTALL				2.3			48		66			
TOTAL COST (BP-1100)			114	26.2								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								7.3
PROCUREMENT (3010)								
INSTALL KITS							114	2.6
KITS NONRECUR								0.7
EQUIPMENT							[114]	17.2
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.5
SIM/TRAINER								
SUPPORT-EQUIP								1.1
OGC								0.4
ICS								0.3
SPARES							[13]	1.0
INSTALLATION OF HARDWARE								
FY-01 114 KITS							[114]	2.3
TOTAL INSTALL							114	2.3
TOTAL COST (BP-1100)							114	26.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	09/01			
Delivery Date (Month/CY)	02/03			

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									12	36	36	30				
Output									12	36	36	30				

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$299.835	\$232.350	\$265.007	\$292.389	\$255.590	\$277.592	\$236.573

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The overall goal of the modifications budgeted in FY03 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	173009	F110 DIGITAL ENGINE C	24.8	3.1	1.6						153.7
	19229E	FALCON 229 ENGINE UP	0.3	0.9	1.5						13.2
	3090	ALR-56M RCPU UPGRA	0.7	0.6	0.4						17.4
	3150M	NAVSTAR GPS F-16 C	8.1	3.5							106.9
	3450	ALE-47	2.0	3.7	3.4	2.1	0.5				50.2
	4260	ADVANCED WEAPON IN	2.5	2.4	3.9	3.9	3.9	5.2	4.0	0.6	52.5
	4262	DIGITAL TERRAIN SYST	14.8								39.9
	5013	RF TOWED DECOY SYS	5.9	5.1	9.5	6.3					140.9
	58006A	WOW SWITCH	0.1								3.0
	602030	BLOCK 30 NIGHT VISIO	5.9	3.5	0.1						33.7
	602039	BLOCK 42 CAS IMPROV	3.4	2.6							10.5
	602040	BLK 40/50 NIGHT VISION	13.7	9.1	0.7						60.7
	602041	BLOCK 40 CAS IMPROV	3.4	2.6							28.4
	602043	BLOCK 42 ANG RE-ENGI	48.3								48.3
	602150	MODULAR MISSION CO	42.6	38.1	49.1	78.3	64.6	72.5	58.9	42.0	507.5
	6022	PRE BLK 40 STRUCTUR	1.9								197.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$299.835	\$232.350	\$265.007	\$292.389	\$255.590	\$277.592	\$236.573

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The overall goal of the modifications budgeted in FY03 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
	602241	F-16A STRUCTURE IMP	2.9	2.5	4.1	5.1	2.3	0.4			18.3
	602250	BLOCK 50/52 STRUCTU	0.7	2.3	3.4	1.0					7.4
	6023	FALCON STAR			16.9	41.9	49.5	56.7	56.1	226.3	447.5
	603030	ALQ-213 COUNTERMEA	5.2	2.3							27.5
	603035	COMMERCIAL CENTRAL					10.8				10.8
	610250	COLOR DISPLAYS - CCI	23.0	26.2	30.8	48.5	41.5	46.3	38.2	26.9	321.8
	610330	BLOCK 30 EXPANDED/E	4.8								19.0
	612150	BLOCK 50 AIR-TO-AIR IN	32.4	35.3	16.4	1.9	1.0	0.2			102.9
	6300	ON BOARD OXYGEN GE	7.5	3.5							13.9
	650050	JOINT HELMET MOUNT	11.0	34.5	42.4	32.7	27.8	26.5	21.2	14.6	210.6
	660050	BLK 50 HTS PYLONS			3.5						3.5
	661650	LINK 16 - CCIP	23.5	41.7	28.0	33.7	29.6	25.1	22.4	16.9	221.0
	661651	F-16 TACTICAL DATA LI			36.0	27.5	22.0	22.3	20.0	5.0	132.7
	8661	AETC MTD UPGRADES-		3.3	3.2	4.3					10.8
	8662	AETC MTD UPGRADES-		2.5	2.1	1.1	12.7	11.4	15.4		45.2
	99999E	MISC ENGINE UPDATE	0.8	0.2	0.1	0.2	0.1	0.1	0.1		6.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$299.835	\$232.350	\$265.007	\$292.389	\$255.590	\$277.592	\$236.573

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The overall goal of the modifications budgeted in FY03 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	99999U	LOW COST RETROFIT M		0.1	0.1	0.1	0.1	0.1	0.1		5.8
	99999X	LOW COST MODIFICATI		0.2	0.1	0.2	0.1	0.1	0.1		8.2
	DC101	FM IMMUNITY	2.5								6.6
	F16ACE	ACES II UPGRADE		1.5							1.5
	F18001	F110-GE-100/129 #4 BEA	0.3								0.6
	F19401	-229 HPT OD FLOWPAT	0.3	0.3	0.4						1.9
	F19407	F110-GE-100 T4B PYRO	3.6	0.7							4.9
	F19410	F110 DEC HARDWARE R	0.6								3.4
	F19412	F110-GE-100/129 EMS E	0.2	0.2	4.6	3.7	0.3				16.2
	F19413	GE-129 TURBINE FRAM	1.2								1.6
	F19450	PW-229 FUEL NOZZLE D	0.3	0.2	0.1	0.1					0.8
	F19451	PW-229 3rd STAGE FAN I			2.7						2.7
	F19452	PW-229 2nd STAGE FAN	0.6								1.5
	F19453	F100 ENHANCED MAINT	0.1								0.1
	F19455	PW-229 DEEC LOGIC 2.9	0.1								0.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 3	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$299.835	\$232.350	\$265.007	\$292.389	\$255.590	\$277.592	\$236.573

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The overall goal of the modifications budgeted in FY03 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The specific modifications budegeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
TOTAL FOR CLASS P			299.9	232.4	265.4	292.4	255.8	277.6	236.6	332.3	3,119.6
TOTAL FOR AIRCRAFT F-16			299.9	232.4	265.4	292.4	255.8	277.6	236.6	332.3	3,119.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 4	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: F110 DIGITAL ENGINE CONTROL (DEC) MN-173009
 Models of Aircraft Affected: F-16 BLOCK 30/40

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

This modification replaces the existing analog augmented fan temperature (AFT) control with Digital Engine Control (DEC). Also upgrades the current Main Engine Control (MEC) to the configuration required to work with the DEC. Depot process includes the OO-ALC labor cost to install the MEC upgrade kit into the MEC kits returned from the field. An upgraded MEC and a DEC are then sent together to the field for installation. There is a different quantity requirement for DEC Kits than MEC Kits due to the spare engine installation process and new engines manufactured with DEC. This mod improves safety, reliability, supportability, and maintainability of the F110-GE-100 engine. Saves 11 aircraft over remaining life of weapon system. F110-GE-100 DEC hardware is identical to Block 50 DEC. FY00 EQUIP NONREC line represents DEC software reprogramming effort. Funds are to complete the balance of MEC Upgrade Kits ordered in FY02 and to upgrade th unit with an improved compatibility Input/Output (I/O) card. The difference between the Total Quantity and the Total Aircraft is due to the modification of spare engines.

Aircraft Breakdown: Active 414, Reserve 47, ANG 294

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	648	92.1	137	19.6								
EQUIP		0.4										
NONREC												
CHANGE ORDERS												
DATA		0.9										
SIM/TRAINER												
SUPPORT-EQUIP		2.5										
MOD OF SPARES	[186]	5.0										
DEPOT PROCESS	[590]	8.5	[145]	1.3	[155]	2.9	[153]	1.6				
EMSC UPGRADE		0.4										
MEC UPGRADE												
MEC KIT	[643]	14.4	[201]	3.9	[13]	0.3						
TOTAL COST (BP-1100)	648	124.2	137	24.8		3.1		1.6				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							785	111.6
EQUIP NONREC								0.4
CHANGE ORDERS								
DATA								0.9
SIM/TRAINER								
SUPPORT-EQUIP								2.5
MOD OF SPARES							[186]	5.0
DEPOT PROCESS							[1,043]	14.3
EMSC UPGRADE								0.4
MEC UPGRADE								
MEC KIT							[857]	18.6
TOTAL COST (BP-1100)							785	153.7

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/95	06/95	06/95	12/95	02/97	02/98	12/98	12/99	12/00	12/01	
Delivery Date (Month/CY)	06/96	06/96	06/96	12/96	02/98	02/99	12/99	12/00	12/01	12/02	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: FALCON 229 ENGINE UPGRADE MN-19229E
Models of Aircraft Affected: F-16 BLOCK 52

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The Falcon 229 program is designed to enhance safety and improve maintainability by combining and accelerating multiple F-16 F100-PW-229 engine mods. This will be accomplished through design improvements, early identification of problems, and augmented field support. The design improvement portion of Falcon 229 is comprised of four blocks, phased to coincide with the 4th stage blade retrofits. Each block consists of multiple upgrades that affect install engines, spare engines, and spare modules, consequently the number of kits and cost varies between blocks. Incorporation of all the tasks will reduce the in-flight shut down rate to 2 per 100K engine flying hours. This means six aircraft and possibly crews will be saved every 100,000 fleet hours. Installation in FYs 94, 95, and 96 were organizational level, requiring no installation funds. Remaining years are depot installation. Installations are accomplished concurrently with the Falcon 229 HPT OD Flow path modification MN-F19401. Both mods are accomplished at depot as part of scheduled maintenance, therefore no installation dollars are required. Both mods are required for installed engines, spare engines and not installed spare components. From FY94-FY96 the P3A represented an earlier upgrade to the core module (shown in the EQUIPMENT NONRECUR line) and didn't transition into the '97 Turbine Package until FY97. In FY00 the ALC determined it would save the USAF \$90K per engine upgrade if they replaced the old module with a new module rather than upgrading the old module. To determine if the estimated savings are legitimate, new modules were purchased as part of the FY01 depot process, eliminating the need to procure 3 parts of the Falcon Upgrade Kit with BP1100 funds. Results of this trial will not be known until late FY01 or early FY02, so FY02 and FY03 funds reflect the costs required to continue the mod as originally planned.

Aircraft Breakdown: Active 44, Reserve 0, ANG 21

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.5										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	32	2.1	10	0.2	7	0.5	16	1.4				
EQUIP	[1,253]	5.5										
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP		2.5										
MOD OF SPARES	[4]	0.3	[4]	0.1	[4]	0.3	[2]	0.2				
INSTALLATION OF HARDWARE												
FY-98	3	KITS										
FY-99	9	KITS										
FY-00	20	KITS										
FY-01	10	KITS										
FY-02	7	KITS										
FY-03	16	KITS										
TOTAL INSTALL												
TOTAL COST (BP-1100)	32	10.5	10	0.3	7	0.9	16	1.5				
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								6.5
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							65	4.2
EQUIP NONREC							[1,253]	5.5
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								2.5
MOD OF SPARES							[14]	0.8
INSTALLATION OF HARDWARE								
FY-98	3	KITS						
FY-99	9	KITS						
FY-00	20	KITS						
FY-01	10	KITS						
FY-02	7	KITS						
FY-03	16	KITS						
TOTAL INSTALL								
TOTAL COST (BP-1100)							65	13.2

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	09/94	03/95	03/96	03/97	03/98	02/99	12/99	02/01	12/01	12/02	
Delivery Date (Month/CY)	09/95	03/96	03/97	03/98	03/99	02/00	12/00	02/02	12/02	12/03	

Installation Schedule

	Quarters	<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>												
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4									
Input																																										
Output																																										
Input																																										
Output																																										

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: ALR-56M RCPU UPGRADE MN-3090
Models of Aircraft Affected: F-16 Block 40/42/50/52

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This retrofit replaces the CPU in the Analysis Processor (LRU-5) of the ALR-56M to improve system memory and reduce processing time. The replacement computer (RCPU) contract buys mod kits that consist of a new commercial off-the-shelf (COTS) CPU and four jumper boards to constitute a form, fit, function replacement for the old CPU. The baseline software was rehosted ADA to accommodate the COTS CPU. A total of 740 kits were purchased of which 255 spares will be modified on an attrition basis at the depot.

Notes:

The primary program constraint is to ensure that the replacement computer (RCPU) with the new version 0040 series OFP modification effort fields with the M2.3+ core avionics upgrade schedule. The Depot will start coordinating sufficient kits (using mod of spares) as a rotatable pool to meet an interim M2.3+ fielding milestone in FY02.

Aircraft Breakdown: Active 452, Reserve 0, ANG 33

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	740	12.7										
KITS NONRECUR		1.5		0.1								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES	[75]	0.1	[75]	0.1	[60]	0.1	[45]	0.0				
OGC		0.8		0.2		0.2		0.0				
ECP/COMPUTER		0.6										
INSTALLATION OF HARDWARE												
FY-95 250 KITS			[100]	0.2								
FY-96 490 KITS					[160]	0.3	[225]	0.4				
TOTAL INSTALL			100	0.2	160	0.3	225	0.4				
TOTAL COST (BP-1100)	740	15.6		0.7		0.6		0.4				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							740	12.7
KITS NONRECUR								1.5
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.0
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES							[255]	0.4
OGC								1.2
ECP/COMPUTER								0.6
INSTALLATION OF HARDWARE								
FY-95 250 KITS							[100]	0.2
FY-96 490 KITS							[385]	0.7
TOTAL INSTALL							485	0.9
TOTAL COST (BP-1100)							740	17.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	05/96	01/98							
Delivery Date (Month/CY)	08/96	04/98							

Installation Schedule

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
										</																						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: NAVSTAR GPS F-16 CUPID MN-3150M
 Models of Aircraft Affected: F-16C/D BLK 25/30/32

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

The Navstar Global Positioning System (GPS) provides user equipment for F-16 Blk 25/30/32 aircraft to compute platform position/velocity as well as aid computation of steering vectors to target locations. This avionics mod will install the embedded GPS/inertial navigation system (EGI) that combines a ring laser gyro (RLG) inertial navigation unit (INU), a GEM II GPS receiver card, and a master kalman navigation filter in a single line replaceable unit. Existing RLG Inertial Navigation Units (INUs) being removed as a result of this modification will replace LN-39 mechanical INUs installed in Block 40/42 aircraft. Integration occurred in conjunction with an OFP update (SCU-4), therefore, no discrete funding for aircraft Operational Flight Program (OFP) development is included. Kit components are procured by several agencies; component pricing is based upon quantities ordered and unique contract provisions. The last kits to modify all remaining aircraft are being procured in FY01 to meet the installation schedule (16 mo lead time). Three fewer Group B kits are being acquired in FY01 because 3 aircraft attritted with just Group A kits installed. Installation costs include a Block 25/30/32 radio software upgrade to allow the radio to reliably receive EGI provided GPS timing data. Group A installations are being accomplished with Falcon-Up modification and Service Life Improvement Program maintenance, when possible, to reduce cost. Also, Group A installation is accomplished as part of the Block 25/30/32 Combat Upgrade Plan Integration Details (CUPID). FY00 OGC funds relate to integration asset upgrade and CUPID modification costs. FY01 OGC funds relate to dispositioning removed RLG INUs, EGI production support, and depot modification management. CUPID integrates GPS (3150M), NVIS (602030), SADL, and CMS (603030) modifications under a cost avoidance, common configuration plan.

Aircraft Breakdown: Active 212, Reserve 70, ANG 337

Development Status

Completed 8/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		18.8										
PROCUREMENT (3010)												
INSTALL KITS	586	19.7	33	0.9								
KITS NONRECUR		2.8		0.1								
EQUIPMENT	[586]	53.2	[30]	2.5								
EQUIP		1.3		0.2								
NONREC												
CHANGE ORDERS												
DATA		0.0		0.0								
SIM/TRAINER	[2]	0.2	[1]	0.2								
SUPPORT-EQUIP				0.1								
OGC		1.0		0.4		0.2						
INSTALLATION OF HARDWARE												
FY-97 150 KITS	[150]	5.7										
FY-98 282 KITS	[261]	9.7	[21]	0.9								
FY-99 65 KITS	[47]	1.6	[18]	0.7								
FY-00 89 KITS			[55]	2.2	[34]	1.7						
FY-01 33 KITS					[33]	1.6						
TOTAL INSTALL	458	17.0	94	3.8	67	3.3						
TOTAL COST (BP-1100)	586	95.3	33	8.1		3.5						

(Totals may not add due to rounding)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ALE-47 MN-3450

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P

Models of Aircraft Affected: F-16 Block 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

This modification retrofits 243 Block 40, 187 Block 42, and 226 Block 50/52, F-16 aircraft with the ALE-47 automatic/semi-automatic flare/chaff dispensing system. The ALE-47 provides improved aircraft survivability by dispensing compatible flare/chaff responses triggered by the ALR-56M Radar Warning Receiver, through preplanned and preprogrammed dispenser loads. Block 40/42 requirements are complete as of FY00. Retrofit funds used in 1998 were used to retrofit ALE-47 programmer cards. The ALE-47 modification to Block 50 aircraft is a prerequisite for the Common Configuration Implementation Program (CCIP).

Aircraft Breakdown: Active 366, Reserve 0, ANG 290

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	474	3.3	44	0.1	66	0.1	54	0.1	18	0.0		
KITS NONRECUR		1.1										
EQUIPMENT	[474]	20.8	[44]	1.3	[66]	1.8	[54]	1.4	[18]	0.5		
EQUIP		0.6										
NONREC												
CHANGE ORDERS		2.2				0.0		0.1		0.0		
DATA		1.8		0.1		0.1		0.1		0.0		
SIM/TRAINER												
SUPPORT-EQUIP	[72]	2.8										
RETROFIT		1.1										
INSTALLATION OF HARDWARE												
FY-92 93 KITS	[93]	0.6										
FY-93 89 KITS	[89]	0.7										
FY-94 84 KITS	[84]	0.5										
FY-95 80 KITS	[80]	1.6										
FY-96 84 KITS	[84]	1.5										
FY-99 44 KITS			[22]	0.6	[22]	0.6						
FY-01 44 KITS					[44]	1.1						
FY-02 66 KITS							[66]	1.8				
FY-03 54 KITS									[54]	1.5		
FY-04 18 KITS											[18]	0.5
TOTAL INSTALL	430	4.9	22	0.6	66	1.7	66	1.8	54	1.5	18	0.5
TOTAL COST (BP-1100)	474	38.6	44	2.0	66	3.7	54	3.4	18	2.1		0.5

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							656	3.5
KITS NONRECUR								1.1
EQUIPMENT							[656]	25.8
EQUIP NONREC								0.6
CHANGE ORDERS								2.3
DATA								2.1
SIM/TRAINER								
SUPPORT-EQUIP							[72]	2.8
RETROFIT								1.1
INSTALLATION OF HARDWARE								
FY-92 93 KITS							[93]	0.6
FY-93 89 KITS							[89]	0.7
FY-94 84 KITS							[84]	0.5
FY-95 80 KITS							[80]	1.6
FY-96 84 KITS							[84]	1.5
FY-99 44 KITS							[44]	1.1
FY-01 44 KITS							[44]	1.1
FY-02 66 KITS							[66]	1.8
FY-03 54 KITS							[54]	1.5
FY-04 18 KITS							[18]	0.5
TOTAL INSTALL							656	10.9
TOTAL COST (BP-1100)							656	50.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	02/92	02/93	02/94	02/95	02/96			12/98		11/00	11/01	11/02	11/03	11/04
Delivery Date (Month/CY)	02/94	02/94	02/95	02/96	02/97			12/99		11/01	11/02	11/03	11/04	11/05

Installation Schedule

	Quarters	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input										7	17	22	21	21	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21	11	11	12	12
Output										7	17	22	21	21	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21	11	11	12	12

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Blocks 25-42

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

This P-3A reflects the integration of MN-4260 and MN-426030 into a single program. This is not a new start, nor an acceleration of MN-426030. The modifications described in MN-4260 and MN-426030 were identical. It is for the hardware integration and weapons pylon modification efforts required to employ smart weapons (JDAM, JSOW, and WCMD) on the F16 Block 25/30/32/40/42 aircraft. This P3A reflects actual attrition through FY01 and anticipated attrition through FY08. Adjustments for anticipated attrition are reflected in FY07 and FY08. The weapon pylons will be modified with the 1760 interface. Once modified, all pylons will have the same Federal Stock Number which will reflect the Block 50 configuration. A total of 2032 standard weapons pylons will be modified for 233 Block 40, 178 Block 42, 202 Block 25, 355 Block 30 and 50 Block 32 aircraft (two per aircraft). The installation of kits takes place within the Pylon and not the Aircraft, i.e., the modification is to the Pylon not the aircraft. Because of this, the numbers and associated cost are identified under the heading of Pylons and not Install Kits. The cost of putting the parts in the pylons is included in the total cost to modify the pylon; therefore we do not have a separate install cost. The number of pylons modified each year and the number of umbilical cables purchased do not equal. Each is a separate action and are not dependent. The umbilicals will be provided as loose equipment with the modified pylons; however the pylons can be flown on the aircraft in other configurations. The umbilical is only utilized whenever the pylons are configured with smart weapons.

Aircraft Breakdown: Active 504, Reserve 70, ANG 442

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.0										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.1		0.1								
SIM/TRAINER												
SUPPORT-EQUIP		0.2		0.1								
PYLONS	[740]	11.1	[100]	1.6	[141]	2.3	[198]	3.3	[182]	3.1	[178]	3.1
WEAPONS UMBILICALS	[840]	2.2	[200]	0.7	[50]	0.2	[190]	0.7	[228]	0.8	[212]	0.8
MISC												
INTEGRATION		6.5										
SOFTWARE		6.0										
TOTAL COST (BP-1100)		26.1		2.5		2.4		3.9		3.9		3.9
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								7.0
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								0.3
PYLONS	[240]	4.4	[230]	3.8	[23]	0.4	[2,032]	32.9
WEAPONS UMBILICALS	[212]	0.8	[50]	0.2	[50]	0.2	[2,032]	6.6
MISC								
INTEGRATION								6.5
SOFTWARE								6.0
TOTAL COST (BP-1100)		5.2		4.0		0.6		52.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)		03/97	08/97	01/98	03/99	02/00	01/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08	
Delivery Date (Month/CY)		09/97	08/98	01/99	03/00	02/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08	01/09	
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: DIGITAL TERRAIN SYSTEM (DTS) MN-4262
 Models of Aircraft Affected: F-16 BLK 25/30/40/50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

The DTS program is purchasing data transfer cartridges (DTCs) that will host the DTS software and replace the current 128/256K DTCs (which do not have sufficient capacity). DTS includes precise navigation capabilities and a ground collision avoidance system designed to save pilots and A/C by reducing the controlled flight into terrain mishaps. The current contract is buying DTCs with 80 megabytes of memory and a computer processor that runs the DTS calculations. The DTC is the medium to transfer mission data from a mission planning system to the aircraft. The program requirement is to supply 2 DTCs per USAF F-16 plus spares.

Aircraft Breakdown: Active 859, Reserve 70, ANG 361

Development Status

None. No Government RDT&E Required

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1,782	24.4	1,086	14.8								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.1										
SIM/TRAINER												
SUPPORT-EQUIP	[111]	0.6										
TOTAL COST (BP-1100)	1,782	25.1	1,086	14.8								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							2,868	39.2
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.1
SIM/TRAINER								
SUPPORT-EQUIP							[111]	0.6
TOTAL COST (BP-1100)	<hr/>						2,868	39.9
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	05/98	05/99	06/00	03/01
Delivery Date (Month/CY)	05/99	05/00	06/01	03/02

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

Models of Aircraft Affected: F-16 Block 25/30/32/40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

The ALE-50 system will be procured for combat coded F-16 Block 25/30/32/40/42/50/52 active, Reserve, and ANG aircraft as the Active Towed Decoy (ATD) system. Current funding for this modification will procure 939 systems and retrofit 668 systems with a static protection module. The static protection module will be installed during production starting with the FY00 procurement. In addition, an Engineering Change is planned for contract award in FY02 to remove an incompatibility between the ALE-50 pylon and the AIM-120 missile. The major components of the system are the decoys, canisters, magazine, and launcher/controller all mounted in a pylon assembly (16S350-5) on aircraft wing stations 2 and/or 8. The decoys and canisters are not purchased under this modification. The ATD is an RF repeater acting to decoy threat weapons resulting in increased threat miss distances. Kits are not required for this modification. The pylons (Lockheed Martin) and magazines and launcher/controllers (Raytheon) are manufactured and shipped by each contractor to the operating locations for installation by Organizational Maintenance personnel. No aircraft hardware modification is necessary and the required Block 40/42/50/52 aircraft software changes have been fielded. The software changes required for the Block 25/30/32 aircraft have been developed by the Government and will be fielded in FY02/FY03. NOTE 1: The FY99 total of \$37.836M includes \$19.2M 3017 funding.

Aircraft Breakdown: Active 575, Reserve 60, ANG 304

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.1		0.0								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	853	110.2	46	5.4	40	4.9						
EQUIP												
NONREC												
CHANGE ORDERS		0.5				0.3		0.2		0.2		
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP	[114]	1.8	[31]	0.6								
ECP (PYLONS)		1.3										
RETROFIT							[408]	9.3	[260]	6.1		
TOTAL COST (BP-1100)	853	114.0	46	5.9	40	5.1		9.5		6.3		
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								3.2
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							939	120.5
EQUIP NONREC								
CHANGE ORDERS								1.1
DATA								0.3
SIM/TRAINER								
SUPPORT-EQUIP							[145]	2.4
ECP (PYLONS)								1.3
RETROFIT							[668]	15.5
TOTAL COST (BP-1100)							939	140.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	12/96	12/97	03/99	03/00	05/01	03/02	03/03	03/04
Delivery Date (Month/CY)	02/98	02/99	05/00	05/01	07/02	05/03	05/04	05/05

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: BLOCK 30 NIGHT VISION IMAGING SYSTEM (NVIS)-CUPID MN-602030

Models of Aircraft Affected: F-16 Blocks 25/30/32

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This effort incorporates Night Vision Imaging System (NVIS) Compatible Lighting Kits on all F-16 Block 25/30/32 C/D aircraft. This modification includes both internal (cockpit) and external lighting. This is a follow-on program to the Guard/Reserve 160 unit buy in FY96-97. This program is common with the Block 40/50 NVIS modification. Block 25/30/32 NVIS is part of the Combat Upgrade Plan Integration Details (CUPID). CUPID integrates NVIS, Global Positioning System (GPS) (MN-3150M), ALQ-213 Countermeasure Set (CMS) (MN-603030), and Situational Awareness Data Link (SADL) under a cost avoiding configuration plan. To help retrofit the F-16 Block 25/30/32 fleet, 129 kits were procured with \$5.1M of FY98 Guard Reserve Equipment Account (GREA) funding. These 129 kits will be installed with funding on this modification. Install kit procurement totals include both C-model and D-model kits and the ratio of C to D model kits varies between fiscal years. Kit costs will vary due to model differences and Diminishing Manufacturing Resources (DMR). Kit delivery is monthly, so kits will be ahead of installment. The installation costs depend on which of various install lines, with different install hours, the aircraft go through, this makes averaging install costs invalid. Kit procurement quantity includes two first article assets which are above and beyond the installation quantity. The total aircraft number has increased by eight to cover the Thunderbirds. OGC includes installation breakage parts, modification of 'orphan' LRU's from different OEM manufacturers, and the program contractor support.

Aircraft Breakdown: Active 203, Reserve 11, ANG 247

Development Status

None- No RDT&E required.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	272	11.4	62	2.7								
KITS NONRECUR EQUIPMENT EQUIP NONREC												
CHANGE ORDERS		1.0		0.2								
DATA		1.2										
SIM/TRAINER			[2]	0.1								
SUPPORT-EQUIP		0.2		0.1								
MOD OF SPARES	[33]	1.7	[8]	0.5	[8]	0.4	[1]	0.0				
OGC		2.9		0.4								
INSTALLATION OF HARDWARE												
FY-98 126 KITS	[197]	5.7	[58]	0.8								
FY-99 97 KITS			[85]	1.2	[12]	0.3						
FY-00 49 KITS					[49]	2.8						
FY-01 62 KITS					[61]		[1]	0.0				
TOTAL INSTALL	197	5.7	143	2.0	122	3.1	1	0.0				
TOTAL COST (BP-1100)	272	24.2	62	5.9		3.5		0.1				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							334	14.1
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								1.2
DATA								1.2
SIM/TRAINER							[2]	0.1
SUPPORT-EQUIP								0.3
MOD OF SPARES							[50]	2.7
OGC								3.3
INSTALLATION OF HARDWARE								
FY-98 126 KITS							[255]	6.6
FY-99 97 KITS							[97]	1.5
FY-00 49 KITS							[49]	2.8
FY-01 62 KITS							[62]	0.0
TOTAL INSTALL							463	10.9
TOTAL COST (BP-1100)							334	33.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	04/98	03/99	03/00	03/01		
Delivery Date (Month/CY)	04/99	03/00	03/01	03/02		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input									11	77	52	27	30	38	39	37	29	30	35	36	19	1				
Output									11	77	52	27	30	38	39	37	29	30	35	36	19	1				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: BLOCK 42 CAS IMPROVED DATA MODEM (IDM) MN-602039

Models of Aircraft Affected: F-16 BLOCK 42 C/D

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This mod improves the Air Force's ability to provide Close Air Support (CAS) for the Army. The Improved Data Modem (IDM) is a flight-proven, off-the-shelf system which provides an open architecture, multi-path approach to situational awareness in the cockpit. The IDM is a high speed digital data link modem capable of passing near real-time targeting data between joint services air and ground weapons platforms in support of Suppression of Enemy Air Defense (SEAD), Close Air Support (CAS), Forward Air Control (FAC), Special Operations, Air Combat, and Command and Control. This program provides for retrofit modifications of Block 42 aircraft with the Improved Data Modem (IDM). CAS IDM Group A is a prerequisite modification of the Common Configuration Implementation Program (CCIP). The installation cost for the one kitproof aircraft is included in the RDT&E funding line. In FY00, there is more Group A than Group B; the remaining Group Bs are provided GFE from other government sources. Excess kits (3) will be either turned in to supply as spares or installed in Block 42 aircraft as part of the CCIP.

Aircraft Breakdown: Active 20, Reserve 0, ANG 50

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	0.6										
PROCUREMENT (3010)												
INSTALL KITS	72	1.4										
KITS NONRECUR		0.1										
EQUIPMENT	[54]	2.2										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACTOR		0.1										
SUPPORT												
INSTALLATION OF HARDWARE												
FY-00 72 KITS	[6]	0.5	[34]	3.4	[29]	2.6						
TOTAL INSTALL	6	0.5	34	3.4	29	2.6						
TOTAL COST (BP-1100)	72	4.5		3.4		2.6						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[1]	0.6
PROCUREMENT (3010)								
INSTALL KITS							72	1.4
KITS NONRECUR								0.1
EQUIPMENT							[54]	2.2
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
CONTRACTOR SUPPORT								0.1
INSTALLATION OF HARDWARE								
FY-00 72 KITS							[69]	6.5
TOTAL INSTALL							69	6.5
TOTAL COST (BP-1100)							72	10.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 8 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		12/99		
Delivery Date (Month/CY)		12/00		

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input									6	4	7	12	11	10	8	6	5			
Output									6	4	7	12	11	10	8	6	5			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: BLK 40/50 NIGHT VISION IMAGING SYSTEM (NVIS) MN-602040

Models of Aircraft Affected: F-16 Blocks 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification incorporates Night Vision Imaging System (NVIS) lighting kits for all Block 40/42/50/52 F-16 C/D aircraft. This modification includes both internal (cockpit) and external lighting that is common with the Air National Guard / Air Force Reserve program which retrofit 160 Block 25/30/32 C-model aircraft and the current Block 25/30/32 NVIS program. For Block 40/42, installation costs were calculated based on concurrent installations with the IDM modification. NVIS is a prerequisite modification for the Common Configuration Implementation Program (CCIP). Install kit procurement totals include both C-model and D-model kits and the ratio of C to D model kits varies between fiscal years. Kit costs will vary due to model differences and Diminishing manufacturing Resources (DMS). Kit delivery is monthly, so kits will be ahead of installment. The installation costs depends on which of the various install lines, with different install hours, the aircraft goes through, this makes averaging the install costs invalid. Kit procurement quantity includes four first article assets which are above and beyond the installation quantity. The total aircraft number increased by fourteen to cover the FY00 (10) and FY01 (4) aircraft production buys. Other Government Cost (OGC) includes installation breakage parts, modification of 'orphan' LRU's from different OEM manufacturers, interim support for Aviano Air Base Block 42 aircraft, and program contractor support.

Aircraft Breakdown: Active 572, Reserve 0, ANG 99

Development Status

None- No RDT&E required.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	512	21.1	163	7.2								
KITS NONRECUR		1.6										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS		0.5		0.3								
DATA		1.3										
SIM/TRAINER												
SUPPORT-EQUIP		0.4		0.2								
MOD OF SPARES	[39]	1.9	[10]	0.7	[10]	0.5	[1]	0.3				
OGC		5.0		0.6								
INSTALLATION OF HARDWARE												
FY-98 128 KITS	[100]	5.4	[28]	0.5								
FY-99 208 KITS			[208]	3.6								
FY-00 176 KITS			[35]	0.6	[141]	4.3						
FY-01 163 KITS					[141]	4.3	[18]	0.5				
TOTAL INSTALL	100	5.4	271	4.7	282	8.6	18	0.5				
TOTAL COST (BP-1100)	512	37.2	163	13.7		9.1		0.7				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							675	28.4
KITS NONRECUR								1.6
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.8
DATA								1.3
SIM/TRAINER								
SUPPORT-EQUIP								0.5
MOD OF SPARES							[60]	3.3
OGC								5.6
INSTALLATION OF HARDWARE								
FY-98 128 KITS							[128]	5.8
FY-99 208 KITS							[208]	3.6
FY-00 176 KITS							[176]	4.9
FY-01 163 KITS							[159]	4.8
TOTAL INSTALL							671	19.1
TOTAL COST (BP-1100)							675	60.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	04/98	03/99	03/00	03/01		
Delivery Date (Month/CY)	07/99	03/00	03/01	03/02		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input									28	36	36	36	90	69	76	77	80	75	50	11	1	6		
Output									28	36	36	36	90	69	76	77	80	75	50	11	1	6		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: BLOCK 40 CAS IMPROVED DATA MODEM (IDM) MN-602041

Models of Aircraft Affected: F-16 BLOCK 40 C/D

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This mod improves the Air Force's ability to provide Close Air Support (CAS) for the Army. The Improved Data Modem (IDM) is a flight-proven, off-the-shelf system which provides an open architecture, multi-path approach to situational awareness in the cockpit. The IDM is a high speed digital data link modem capable of passing near real-time targeting data between joint services air and ground weapons platforms in support of Suppression of Enemy Air Defense (SEAD), Close Air Support (CAS), Forward Air Control (FAC), Special Operations, Air Combat, and Command and Control. This program provides for retrofit modifications of combat coded Block 40 aircraft with the Improved Data Modem (IDM). This program will upgrade 190 IDMs already in the USAF inventory, and 47 new units will be procured. Installation of this mod was delayed until FY00 in order to align IDM with delivery and installation of MN-602040 Night Vision Imaging System (NVIS). Combining IDM with NVIS installation eliminates redundant depot induction costs and reduces aircraft downtime. CAS IDM Group A is a prerequisite modification of the Common Configuration Implementation Program (CCIP). Installation costs for the two kitproof aircraft are included in RDT&E funding line. Installation quantity differs from buy quantity due to attrition. Two kits were procured and installed during kitproofing with RDT&E funds and 248 kits were procured with procurement funds for a total of 250 kits. There will be a total of 232 aircraft with IDM installed. The extra Block 40 kits, resulting from attrited aircraft, will either be turned in to supply as spares or converted to Block 42 kits to be installed as part of the CCIP. USAFE depot contract was awarded Jul 01 and IDM/NVIS installations will began in Nov 01. There will be 24 aircraft installations at the USAFE Depot in FY02 and 17 aircraft installations in FY03. All installation funds must be obligated at time of contract award, thus no FY03 funds are required. At the Korean depot there were 8 aircraft installations in FY00, 21 aircraft installations are scheduled in FY02, and 5 aircraft installations are scheduled in FY03. For FY00, FY01, and FY02 the installations performed by the Korean Airlines Depot were paid by the Korean government under a Republic of Korea (ROK) cost sharing agreement.

Aircraft Breakdown: Active 215, Reserve 0, ANG 17

Development Status

Completed

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	3.1										
PROCUREMENT (3010)												
INSTALL KITS	248	5.0										
KITS NONRECUR												
EQUIPMENT	[47]	2.0										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.8										
SIM/TRAINER	[1]	0.0										
SUPPORT-EQUIP	[10]	1.9										
INSTALLATION OF HARDWARE												
FY-98 118 KITS	[86]	6.7	[32]	2.7								
FY-99 130 KITS	[53]	6.0	[29]	0.7	[30]	2.6						
TOTAL INSTALL	139	12.7	61	3.4	30	2.6						
TOTAL COST (BP-1100)	248	22.4		3.4		2.6						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[2]	3.1
PROCUREMENT (3010)								
INSTALL KITS							248	5.0
KITS NONRECUR								
EQUIPMENT							[47]	2.0
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.8
SIM/TRAINER							[1]	0.0
SUPPORT-EQUIP							[10]	1.9
INSTALLATION OF HARDWARE								
FY-98 118 KITS							[118]	9.4
FY-99 130 KITS							[112]	9.3
TOTAL INSTALL							230	18.7
TOTAL COST (BP-1100)							248	28.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/98	12/98				
Delivery Date (Month/CY)	06/99	09/99				

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							2		1	28	23	20	22	29	28	15	15	15	17	6	6	5		
Output								2			1	28	23	20	22	29	28	15	15	15	17	6	6	5

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P

Models of Aircraft Affected: F-16 Blk 42

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Current Block 42 F-16s are underpowered compared to Block 40 and 50/52 F-16s, reducing their combat effectiveness. The requirement exists to increase the thrust in the Block 42 aircraft. Congress earmarked FY01 funds via Congressional Plus-up to begin the installation of F100-PW-229 engines into combat coded Air National Guard Block 42 aircraft. Install kit consists of an engine and aircraft mod parts. Amount for support equipment reflects a three base simultaneous conversion. Since this is an FY01 Congressional Plus-up, kit buys and install costs are shown in the same year with actual installation in following year. The installation costs for the two kitproof aircraft (one Model C and one Model D) are included in kits nonrecurring funding line.

Aircraft Breakdown: Active 0, Reserve 0, ANG 8

Development Status

This is a non-development effort. All aircraft modifications are for integration of the COTS engine.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			6	0.9								
KITS NONRECUR			2	7.3								
EQUIPMENT			[8]	32.7								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				2.5								
SIM/TRAINER			[1]	0.4								
SUPPORT-EQUIP				1.7								
FLIGHT TEST				1.2								
SITE ACTIVATION				0.8								
CONTRACTOR				0.4								
SUPPORT												
INSTALLATION OF HARDWARE												
FY-01 8 KITS				0.4	[8]							
TOTAL INSTALL				0.4	8							
TOTAL COST (BP-1100)			8	48.3								

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							6	0.9
KITS NONRECUR							2	7.3
EQUIPMENT							[8]	32.7
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.5
SIM/TRAINER							[1]	0.4
SUPPORT-EQUIP								1.7
FLIGHT TEST								1.2
SITE ACTIVATION								0.8
CONTRACTOR SUPPORT								0.4
INSTALLATION OF HARDWARE								
FY-01 8 KITS							[8]	0.4
TOTAL INSTALL							8	0.4
TOTAL COST (BP-1100)							8	48.3

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	12/00	
Delivery Date (Month/CY)	10/01	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4
Quarters								
Input					1		7	
Output					1		7	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: MODULAR MISSION COMPUTER MMC-CCIP MN-602150

Models of Aircraft Affected: F-16 Blocks 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

This modification replaces the General Avionics Computer (GAC) with a Modular Mission Computer (MMC). The MMC will increase core computer capability to allow incorporation of advanced capabilities such as Joint Helmet Mounted Cueing System and smart weapons. As lead mod for CCIP aircraft, MMC installations are a precursor for incorporating Link 16 and other weapon system enhancements on F-16 aircraft. Aircraft breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Kit installation schedule is built around F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 610250, Color Display; MN 661650, Link 16; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 602150 (MMC-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 602140 (Block 40 MMC-CCIP) and MN 602150 (Block 50 MMC-CCIP).

Aircraft Breakdown: Active 538, Reserve 0, ANG 91

Development Status

The Block 50 EMD program is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY99-02. Two engineering proof aircraft and one test aircraft will be modified during the Block 40 EMD program.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		191.7		6.9		2.0						
PROCUREMENT (3010)												
INSTALL KITS	80	9.0	76	7.7	51	5.2	47	4.3	108	12.8	85	10.4
KITS NONRECUR												
EQUIPMENT	[80]	52.1	[76]	34.3	[51]	21.4	[47]	26.7	[108]	51.9	[85]	38.6
EQUIP												
NONREC												
CHANGE ORDERS						0.9		2.2		1.6		1.2
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.3				0.9		5.5		5.0		2.4
INSTALLATION OF HARDWARE												
FY-99 23 KITS			[5]	0.6	[18]	3.0						
FY-00 57 KITS					[40]	6.6						
FY-01 76 KITS							[17]	2.2				
FY-02 51 KITS							[47]	8.2	[29]	3.6		
FY-03 47 KITS									[18]	3.3	[33]	4.8
FY-04 108 KITS											[39]	7.2
FY-05 85 KITS												
FY-06 87 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL			5	0.6	58	9.6	64	10.4	47	7.0	72	12.0
TOTAL COST (BP-1100)	80	61.5	76	42.6	51	38.1	47	49.1	108	78.3	85	64.6

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								200.6
PROCUREMENT (3010)								
INSTALL KITS	87	10.5	77	9.8	18	2.4	629	72.1
KITS NONRECUR								
EQUIPMENT	[87]	41.1	[77]	32.9	[18]	7.7	[629]	306.7
EQUIP NONREC								
CHANGE ORDERS		1.3		1.1		0.3		8.6
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.4		0.9				15.5
INSTALLATION OF HARDWARE								
FY-99 23 KITS							[23]	3.6
FY-00 57 KITS							[57]	8.8
FY-01 76 KITS							[76]	11.9
FY-02 51 KITS							[51]	8.2
FY-03 47 KITS	[8]	1.3					[47]	8.5
FY-04 108 KITS	[108]	17.8					[108]	17.8
FY-05 85 KITS			[85]	14.3			[85]	14.3
FY-06 87 KITS					[87]	14.9	[87]	14.9
FY-07 77 KITS					[77]	13.5	[77]	13.5
FY-08 18 KITS					[18]	3.2	[18]	3.2
TOTAL INSTALL	116	19.1	85	14.3	182	31.6	629	104.6
TOTAL COST (BP-1100)	87	72.5	77	58.9	18	42.0	629	507.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)							08/99	11/99	02/01	01/02	01/03	01/04	01/05	01/06	01/07
Delivery Date (Month/CY)							08/01	08/01	11/02	10/03	10/04	10/05	10/06	10/07	10/08
	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>												
Contract Date (Month/CY)	01/08														
Delivery Date (Month/CY)	10/09														

Installation Schedule

Quarters	<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

Installation Schedule Continued

		<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input	1			4	13	18	9	18	17	13	19	15	17	6	12	12	18	8	24	22	35	27	27	27	22	21	21	21	22	22	22	21					
Output		1			4	13	18	9	18	17	13	19	15	17	6	12	12	18	8	24	22	35	27	27	27	22	21	21	21	22	22	22					
		<u>FY-09</u>				<u>FY-10</u>																															
Quarters	1	2	3	4	1	2	3	4																													
Input	20	19	19	19	18																																
Output	21	20	19	19	19	18																															

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: PRE BLK 40 STRUCTURAL IMPROVEMENT PROGRAM MN-6022

Models of Aircraft Affected: F-16 C/D BLOCK 25/30/32

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 25/30/32 aircraft structure will not attain the required 8,000 hour service life. These aircraft require Falcon UP, the modification funded by this program, and the Service Life Improvement Program 'Plus' (SLIP+), a repair funded separately with O&M dollars. Falcon UPgrade combines the following structural modifications: TCTO 1832, which replaces the lower Fuselage Station (FS) 341 bulkhead, adds a strap to the lower FS 357 bulkhead, reworks fuel shelf joints and bolt holes on the wing carry through bulkheads, replaces selected upper bulkhead segments, and reworks the General Electric engine mount longerons; TCTO 1946, which reworks the lower strake flanges of the wing carry through bulkheads; and TCTO 1947, which reworks the upper FS 341 bulkhead inclined stiffeners. SLIP+ combines the following structural repairs: TCTO 2034, which replaces the upper FS 479 bulkhead; TCTO 2059, which replaces the Pratt & Whitney forward engine mount fitting; TCTO 2060, which replaces the upper center fuselage access panels and aft BL19 longerons; and TCTO 2131, which adds a doubler to the upper FS 357 bulkhead. Without these improvements Block 25/30/32 aircraft will experience continued structural degradation which will be increasingly costly to correct, reduced aircraft availability, and possibly impact flight safety.

Aircraft Breakdown: Active 216, Reserve 73, ANG 349

Development Status

Complete. Funded under Falcon Core program.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	638	24.5										
KITS NONRECUR EQUIPMENT EQUIP NONREC												
CHANGE ORDERS		2.5										
DATA SIM/TRAINER SUPPORT-EQUIP												
TOOLING		4.4										
SPARES		3.3										
INSTALLATION OF HARDWARE												
FY-92 33 KITS	[33]	9.9										
FY-93 64 KITS	[64]	19.1										
FY-94 92 KITS	[92]	30.3										
FY-95 92 KITS	[92]	27.2										
FY-96 116 KITS	[116]	36.3										
FY-97 117 KITS	[117]	22.7										
FY-98 116 KITS	[114]	15.6	[2]	0.5								
FY-99 8 KITS			[8]	1.4								
TOTAL INSTALL	628	161.1	10	1.9								
TOTAL COST (BP-1100)	638	195.7		1.9								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							638	24.5
KITS NONRECUR EQUIPMENT								
EQUIP NONREC CHANGE ORDERS								2.5
DATA SIM/TRAINER SUPPORT-EQUIP								
TOOLING								4.4
SPARES								3.3
INSTALLATION OF HARDWARE								
FY-92 33 KITS							[33]	9.9
FY-93 64 KITS							[64]	19.1
FY-94 92 KITS							[92]	30.3
FY-95 92 KITS							[92]	27.2
FY-96 116 KITS							[116]	36.3
FY-97 117 KITS							[117]	22.7
FY-98 116 KITS							[116]	16.1
FY-99 8 KITS							[8]	1.4
TOTAL INSTALL							638	162.9
TOTAL COST (BP-1100)							638	197.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 18 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	06/92	09/93	03/94	03/95	03/96	03/97	03/98	03/99						
Delivery Date (Month/CY)	09/93	09/94	09/95	09/96	09/97	09/98	09/99	09/00						

Installation Schedule

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	23	23	23	21	3	2	3	2	5	7	9	10	15	19	18	18	22	22	22	22	22	23	23	24	24	29	29	29	29	30	29	29
Output	29	29	23	23	23	21	3	2	2	3	1																					

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: F-16A STRUCTURE IMPROVEMENT PGM MN-602241
 Models of Aircraft Affected: F-16 A/B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 15 aircraft structure will not attain the required 8,000 hour service life. These aircraft require Falcon UP, the modification funded by this program, and the Service Life Improvement Program 'Plus' (SLIP+) which is funded in O&M. (O&M funds are approximately \$3.3M per year based on 6 aircraft per year, and cover paint, O&A, and the SLIP+ repair kits/installation cost.) Falcon UP and SLIP+, which are being installed concurrently on Block 10/15 aircraft, collectively comprise the F-16 A/B Service Life Extension Program 'Plus' (SLEP+). Falcon UP combines the following structural modifications: TCTO 1832, which replaces the lower Fuselage Station (FS) 341 bulkhead, adds a strap to the lower FS 357 bulkhead, reworks fuel shelf joints and bolt holes on the wing carry through bulkheads, and replaces selected upper bulkhead segments; TCTO 1946, which reworks the lower strake flanges of the wing carry through bulkheads; and TCTO 1947, which reworks the upper FS 341 bulkhead inclined stiffeners. SLIP+ combines the following structural repairs: TCTO 2034, which replaces the upper FS 479 bulkhead; TCTO 2059, which replaces the Pratt & Whitney forward engine mount fitting; TCTO 2060, which replaces the upper center fuselage access panels and aft BL19 longerons; TCTO 2131, which adds a doubler to the upper FS 357 bulkhead; and the FS 158 bulkhead repair, which adds a doubler and fittings to this bulkhead. The aircraft involved in this program are Air National Guard F-16 A/Bs assigned to Tucson, AZ. Without modification, these aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety.

Aircraft Breakdown: Active 0, Reserve 0, ANG 40

Development Status

Complete. Funded under Falcon Core program.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	6	1.0	6	0.7	6	0.8	16	2.5	6	1.0		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 6 KITS			[6]	2.2								
FY-01 6 KITS					[6]	1.7						
FY-02 6 KITS							[6]	1.7				
FY-03 16 KITS									[14]	4.1	[2]	0.6
FY-04 6 KITS											[5]	1.6
TOTAL INSTALL			6	2.2	6	1.7	6	1.7	14	4.1	7	2.3
TOTAL COST (BP-1100)	6	1.0	6	2.9	6	2.5	16	4.1	6	5.1		2.3

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							40	6.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 6 KITS							[6]	2.2
FY-01 6 KITS							[6]	1.7
FY-02 6 KITS							[6]	1.7
FY-03 16 KITS							[16]	4.7
FY-04 6 KITS							[6]	2.0
TOTAL INSTALL								
	[1]	0.4						
TOTAL COST (BP-1100)	1	0.4					40	12.3
TOTAL COST (BP-1100)		0.4					40	18.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)	06/00	12/00	12/01	12/02	12/03	12/04	12/05
Delivery Date (Month/CY)	04/01	10/01	10/02	10/03	10/04	10/05	10/06

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					3	3			2	2	2		2	2	2		2	6	6	2	2	2	1	1				
Output									3	3			2	2	2		2	2	2	2	2	6	6	2	2	2	1	1

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: BLOCK 50/52 STRUCTURAL IMPROVEMENT MN-602250

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the structure of certain Block 50/52 aircraft will not attain the required 8,000 hour service life. These aircraft require the Falcon UP modification. Falcon UP implements TCTO 1947, which reworks the upper Fuselage Station 341 bulkhead inclined stiffeners. Under Correction of Deficiency (COD) provisions, the contractor developed and has already delivered the modification kits at no cost to the government. The Air Force pays only for installation costs. This modification applies to the first 156 Block 50/52 aircraft delivered. It has been incorporated during production for all subsequent deliveries. Without this modification, Block 50/52 aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. This modification was separated from the Block 40/42 Structural Improvement Program in the FY97 budget to improve program visibility.

Aircraft Breakdown: Active 156, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
COD KITS			[156]									
INSTALLATION OF HARDWARE												
FY-01 0 KITS			[18]	0.7	[51]	2.3	[69]	3.4	[18]	1.0		
TOTAL INSTALL			18	0.7	51	2.3	69	3.4	18	1.0		
TOTAL COST (BP-1100)				0.7		2.3		3.4		1.0		
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
COD KITS							[156]	
INSTALLATION OF HARDWARE								
FY-01 0 KITS							[156]	7.4
TOTAL INSTALL							156	7.4
TOTAL COST (BP-1100)								7.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)					
Delivery Date (Month/CY)					

Installation Schedule

	Quarters	<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<u>FY-04</u>			<u>FY-05</u>				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input		9	9	12	13	13	13	17	17	17	18	4	5	4	5			
Output				9	9	12	13	13	13	17	17	17	18	4	5	4	5	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: ALQ-213 COUNTERMEASURE SET (CMS) - CUPID MN-603030

Models of Aircraft Affected: F-16 Block 25/30/32

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification installs the ALQ-213 Countermeasures System (CMS) in 209 Block 25, 362 Block 30, 40 Block 32, 6 USAF Thunderbirds and 2 Ground Maintenance Trainers. It provides operation of an Electronic Countermeasures (EC) system with a single Cockpit Control Unit, hands-on chaff/flare dispenser, expanding the Counter Measures Dispenser System (CMDSD) capability to select more expendable programs. CMS is a part of the Block 25/30/32 Combat Upgrade Plan Integrated Details (CUPID) Program which integrates GPS (3150), NVIS (602030), SADL and CMS. The CMS Mod Program began with Guard and Reserve Equipment Account (GREAA) funds. 430 Grp A kits and 418 Grp B kits, spares/War Readiness Kits (WRSK) and other miscellaneous requirements were purchased using GREAA funds. 190 Group A Kits and 203 Group B kits (includes 1 GFE kit) are scheduled for purchase with 3010 funds. All installations will use USAF 3010 funds.

Aircraft Breakdown: Active 212, Reserve 71, ANG 337

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	143	1.4	47	0.5								
KITS NONRECUR												
EQUIPMENT	[153]	5.1	[49]	1.2								
EQUIP												
NONREC												
CHANGE ORDERS		0.3										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.2		0.7								
INSTALLATION OF HARDWARE												
FY-97 0 KITS	[140]	3.6										
FY-98 0 KITS	[290]	9.1										
FY-99 60 KITS	[16]	0.5	[44]	1.3								
FY-00 83 KITS			[48]	1.5	[35]	1.1						
FY-01 47 KITS					[47]	1.2						
TOTAL INSTALL	446	13.2	92	2.8	82	2.3						
TOTAL COST (BP-1100)	143	20.1	47	5.2		2.3						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							190	1.9
KITS NONRECUR								
EQUIPMENT							[202]	6.2
EQUIP NONREC								
CHANGE ORDERS								0.3
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.9
INSTALLATION OF HARDWARE								
FY-97 0 KITS							[140]	3.6
FY-98 0 KITS							[290]	9.1
FY-99 60 KITS							[60]	1.8
FY-00 83 KITS							[83]	2.5
FY-01 47 KITS							[47]	1.2
TOTAL INSTALL							620	18.3
TOTAL COST (BP-1100)							190	27.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)			04/99	03/00	01/01	
Delivery Date (Month/CY)			04/00	12/00	10/01	

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									65	65	66	66	46	46	46	46	18	18	28	28	17	17	21	27
Output									65	65	66	66	46	46	46	46	18	18	28	28	17	17	21	27

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: COLOR DISPLAYS - CCIP MN-610250

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Replaces the existing four inch monochrome displays with color displays developed by the F-16 Mid-Life Update Program. The color displays will provide increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Kit installation schedule is built around F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 661650, Link 16; MN650050, and JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 610250 (Color Displays-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 610240 (Block 40 Color Displays) and MN 610250 (Block 50 Color Displays).

Aircraft Breakdown: Active 538, Reserve 0, ANG 91

Development Status

The Block 50 EMD program is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY99-02. Two engineering proof aircraft and one test aircraft will be modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.6		2.1		1.2						
PROCUREMENT (3010)												
INSTALL KITS	80	5.8	76	2.9	51	2.6	47	2.8	108	6.5	85	6.7
KITS NONRECUR												
EQUIPMENT	[80]	33.8	[76]	19.8	[51]	14.3	[47]	16.9	[108]	32.6	[85]	24.6
EQUIP												
NONREC												
CHANGE ORDERS						0.7		0.4		1.0		0.8
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.9				2.5		4.0		3.9		1.5
INSTALLATION OF HARDWARE												
FY-99 23 KITS			[5]	0.3	[18]	1.9						
FY-00 57 KITS					[40]	4.3						
FY-01 76 KITS							[47]	5.3	[29]	2.3		
FY-02 51 KITS									[18]	2.1	[33]	3.1
FY-03 47 KITS											[39]	4.8
FY-04 108 KITS												
FY-05 85 KITS												
FY-06 87 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL			5	0.3	58	6.1	64	6.7	47	4.5	72	7.9
TOTAL COST (BP-1100)	80	40.5	76	23.0	51	26.2	47	30.8	108	48.5	85	41.5

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								9.9
PROCUREMENT (3010)								
INSTALL KITS	87	6.7	77	6.3	18	1.6	629	41.8
KITS NONRECUR EQUIPMENT	[87]	26.3	[77]	21.5	[18]	4.9	[629]	194.8
EQUIP NONREC CHANGE ORDERS		0.9		0.7		0.2		4.6
DATA SIM/TRAINER SUPPORT-EQUIP		0.3		0.5				13.7
INSTALLATION OF HARDWARE								
FY-99 23 KITS							[23]	2.1
FY-00 57 KITS							[57]	5.6
FY-01 76 KITS							[76]	7.6
FY-02 51 KITS							[51]	5.2
FY-03 47 KITS	[8]	0.8					[47]	5.6
FY-04 108 KITS	[108]	11.4					[108]	11.4
FY-05 85 KITS			[85]	9.1			[85]	9.1
FY-06 87 KITS					[87]	9.5	[87]	9.5
FY-07 77 KITS					[77]	8.6	[77]	8.6
FY-08 18 KITS					[18]	2.1	[18]	2.1
TOTAL INSTALL	116	12.2	85	9.1	182	20.2	629	66.9
TOTAL COST (BP-1100)	87	46.3	77	38.2	18	26.9	629	321.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)	08/99	11/99	02/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08			
Delivery Date (Month/CY)	08/01	08/01	11/02	10/03	10/04	10/05	10/06	10/07	10/08	10/09			

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
Input	35	27	27	27	22	21	21	21	22	22	21	20	19	19	19	18																
Output	22	35	27	27	27	22	21	21	21	22	22	22	21	20	19	19	18															

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR

Modification Title and No: BLOCK 30 EXPANDED/ENHANCED CONTROL COMPUTER UPGRADE MN-610330

Models of Aircraft Affected: F-16 BLOCK 25/30/32

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

The Expanded Enhanced Fire Control Computer increases throughput and memory and removes obsolete parts. Without this upgrade and increased memory capability, will not be able to field with Software Capability Upgrade (SCU5) in 2004 and have Smart Weapons capability for F-16 Block 25/30/32 at that time. Installation costs are included in modification contract costs, including modification of spares. No new install kits are actually purchased, this is an upgrade only. Total Aircraft Breakdown includes upgrade of 113 spares.

Aircraft Breakdown: Active 243, Reserve 84, ANG 398

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	522	12.6	203	4.4								
KITS NONRECUR		0.1										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		1.4										
SIM/TRAINER												
SUPPORT-EQUIP				0.5								
INSTALLATION OF HARDWARE												
FY-99 295 KITS			[235]		[60]							
FY-00 227 KITS					[227]							
FY-01 203 KITS					[123]			[80]				
TOTAL INSTALL			235		410			80				
TOTAL COST (BP-1100)	522	14.1	203	4.8								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							725	17.0
KITS NONRECUR								0.1
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.4
SIM/TRAINER								
SUPPORT-EQUIP								0.5
INSTALLATION OF HARDWARE								
FY-99 295 KITS							[295]	
FY-00 227 KITS							[227]	
FY-01 203 KITS							[203]	
TOTAL INSTALL							725	
TOTAL COST (BP-1100)							725	19.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	09/99	01/00	02/01		
Delivery Date (Month/CY)	12/00	04/01	05/02		

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									15	65	75	80	95	105	105	105	80			
Output									15	65	75	80	95	105	105	105	80			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: BLOCK 50 AIR-TO-AIR INTERROGATOR MN-612150

Models of Aircraft Affected: F-16 BLOCK 50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

Integration of an Air-to-Air Interrogator (AAI) on the USAF Block 50/52 F-16 Fighter. This program was directed by the Chief of Staff of the Air Force and is needed for effective AMRAAM deployment. AAI will improve pilot situational awareness and support beyond visual range weapons delivery. Implementation of this program provides the F-16 pilot with friendly/unknown designations and decreases the chance of fratricide. Block 50 Modified Modular Mission Computer; MN 610250 and Block 50 Color Display precede this modification in the engineering sequence. Changes to either of these mods will likely affect AAI. Aircraft breakdown number is lower than current Combat Air Force number due to anticipated attrition. Note: Diminishing Manufacturing Sources (DMS) and Data costs are rolled into Install kits and Equipement unit costs. DMS costs fluctuate year to year per plan set forth in contract; therefore, unit costs will also fluctuate.

Aircraft Breakdown: Active 223, Reserve 0, ANG 18

Development Status

Block 50/52 engineering design completed and released to manufacturing.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.3										
PROCUREMENT (3010)												
INSTALL KITS	34	1.5	79	3.2	91	3.7	37	1.4				
KITS NONRECUR												
EQUIPMENT	[34]	14.3	[79]	28.7	[91]	30.3	[37]	13.3				
EQUIP												
NONREC												
CHANGE ORDERS								0.4				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.5		0.4						
INSTALLATION OF HARDWARE												
FY-00 34 KITS					[23]	0.9	[11]	0.2				
FY-01 79 KITS							[56]	1.1	[23]	0.4		
FY-02 91 KITS									[73]	1.4	[18]	0.4
FY-03 37 KITS											[31]	0.6
TOTAL INSTALL					23	0.9	67	1.3	96	1.9	49	1.0
TOTAL COST (BP-1100)	34	15.8	79	32.4	91	35.3	37	16.4		1.9		1.0

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								5.3
PROCUREMENT (3010)								
INSTALL KITS							241	9.9
KITS NONRECUR								
EQUIPMENT							[241]	86.6
EQUIP NONREC								
CHANGE ORDERS								0.4
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.9
INSTALLATION OF HARDWARE								
FY-00 34 KITS							[34]	1.1
FY-01 79 KITS							[79]	1.5
FY-02 91 KITS							[91]	1.8
FY-03 37 KITS							[37]	0.8
TOTAL INSTALL	[6]	0.2					241	5.2
TOTAL COST (BP-1100)		0.2					241	102.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		10/00	01/01	01/02	01/03			
Delivery Date (Month/CY)		10/02	10/02	10/03	10/04			

Installation Schedule

Quarters	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output													7	16	17	14	20	16	15	22	37	22	14	6	15	14	6					

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) MN-6300

Models of Aircraft Affected: F-16 C/D Models, All Blocks

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the ECS system. OBOGS replaces the Liquid Oxygen (LOX) system and reduces maintenance costs. The automatic Back-up Oxygen System (BOS) and Emergency Oxygen System (EOS) will provide breathing gas in the event of an engine, ECS or OBOGS failure. The retrofit will start with F-16 C/D Block 50/52 post-CCIP configured aircraft. Initial funding for the program was appropriated in FY00, FY01& FY02 as Congressional Plus-up.

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	1.1	30	3.1								
KITS NONRECUR				3.0								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS		0.0		0.0								
DATA		0.8		0.5								
SIM/TRAINER					[10]	0.7						
SUPPORT-EQUIP		1.1		0.7		0.3						
INSTALLATION OF HARDWARE												
FY-00 10 KITS						0.7		[10]				
FY-01 30 KITS						1.8		[30]				
TOTAL INSTALL						2.5		40				
TOTAL COST (BP-1100)	10	3.0	30	7.5		3.5						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							40	4.2
KITS NONRECUR								3.0
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.1
DATA								1.3
SIM/TRAINER							[10]	0.7
SUPPORT-EQUIP								2.2
INSTALLATION OF HARDWARE								
FY-00 10 KITS							[10]	0.7
FY-01 30 KITS							[30]	1.8
TOTAL INSTALL							40	2.5
TOTAL COST (BP-1100)							40	13.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 20 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)			06/02		
Delivery Date (Month/CY)			02/04		

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	10	10	20	
Output																	10	10	20	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: JOINT HELMET MOUNTED CUEING SYS - CCIP MN-650050

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Adds the Joint Helmet Mounted Cueing System (JHMCS) on Block 50/52 F-16 C/D. The JHMCS incorporates a man-mounted, ejection compatible helmet mounted display system, with capability to cue and verify cueing of high off-axis sensors and weapons. The JHMCS includes a flight helmet with display optics, image source, helmet tracker transducer, and cable attached to it, graphics processor/video hardware and software to drive the display, helmet tracker hardware and software, interfaces to the aircraft computers, weapons and sensor hardware, with software to integrate the JHMCS functions with other onboard systems. Aircraft Breakdown number of 648 includes USAF Production Aircraft from FY96 through FY00. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 602150, Block 50 Modified Modular Mission Computer; MN 610250, Block 50 Color Display; and MN 661650, Block 50 Link 16. Note: Diminishing Manufacturing Sources (DMS) and Value Engineering costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 650050 (JHMCS-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 650040 (Block 40 JHMCS-CCIP) and MN 650050 (Block 50 JHMCS-CCIP).

Aircraft Breakdown: Active 557, Reserve 0, ANG 91

Development Status

Block 50 hardware development is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY01-02. Two engineering proof aircraft and two test aircraft will be modified during EMD.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05		
	QTY	COST											
RDT&E (3600)		16.1		6.4		3.6							
PROCUREMENT (3010)													
INSTALL KITS			28	4.0	101	7.8	144	9.4	108	5.1	85	3.8	
KITS NONRECUR													
EQUIPMENT			[28]	6.9	[101]	21.9	[144]	27.0	[108]	19.4	[85]	15.0	
EQUIP													
NONREC													
CHANGE ORDERS						0.8		0.9		0.6		0.4	
DATA													
SIM/TRAINER													
SUPPORT-EQUIP						4.0		3.5		1.0		0.6	
INSTALLATION OF HARDWARE													
FY-01 28 KITS								[28]	1.3				
FY-02 101 KITS								[4]	0.3	[97]	5.9		
FY-03 144 KITS										[7]	0.6	[131]	
FY-04 108 KITS													
FY-05 85 KITS													
FY-06 87 KITS													
FY-07 77 KITS													
FY-08 18 KITS													
TOTAL INSTALL								32	1.6	104	6.5	131	7.9
TOTAL COST (BP-1100)			28	11.0	101	34.5	144	42.4	108	32.7	85	27.8	

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								26.1
PROCUREMENT (3010)								
INSTALL KITS	87	3.9	77	3.6	18	1.0	648	38.7
KITS NONRECUR								
EQUIPMENT	[87]	15.4	[77]	12.5	[18]	3.4	[648]	121.4
EQUIP NONREC								
CHANGE ORDERS		0.5		0.4		0.3		3.9
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.7		0.3		0.0		10.1
INSTALLATION OF HARDWARE								
FY-01 28 KITS							[28]	1.3
FY-02 101 KITS							[101]	6.2
FY-03 144 KITS	[6]	0.4					[144]	9.0
FY-04 108 KITS	[108]	5.6					[108]	5.6
FY-05 85 KITS			[85]	4.5			[85]	4.5
FY-06 87 KITS					[87]	4.6	[87]	4.6
FY-07 77 KITS					[77]	4.2	[77]	4.2
FY-08 18 KITS					[18]	1.0	[18]	1.0
TOTAL INSTALL	114	6.0	85	4.5	182	9.9	648	36.4
TOTAL COST (BP-1100)	87	26.5	77	21.2	18	14.6	648	210.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)				03/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08		
Delivery Date (Month/CY)				03/03	10/03	10/04	10/05	10/06	10/07	10/08	10/09		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																					6	14	12	15	22	37	30	28	21	45	37	
																					6	14	12	15	22	37	30	28	21	45	37	
	<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>															
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	33	27	27	27	22	21	21	21	21	22	22	22	21	20	19	19	18															
Output	37	33	27	27	27	22	21	21	21	21	22	22	22	21	20	19	19	19	18													

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: LINK 16 - CCIP MN-661650
Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification adds a Link 16 capable data link. Link 16 provides a jam-resistant, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, correlating offboard and onboard sensor data and realtime sharing of target, threat, and intel updates. Aircraft Breakdown number of 648 includes USAF Production Aircraft from FY96 through FY00. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 661650 (LINK16-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 661640 (Block 40 LINK16-CCIP) and MN 661650 (Block 50 LINK16-CCIP). FY03 and out equipment line of funds reduced due to shift of LINK 16 terminal procurement from this MN 661650 to the MN 661651 (LINK 16 PE 27434F).

Aircraft Breakdown: Active 557, Reserve 0, ANG 91

Development Status

The Block 50 EMD Program is complete. The Block 40 EMD Program is ongoing, which explains the continuing RDT&E effort in FY99/02. Two engineering proof aircraft and two test aircraft will be modified during EMD.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		41.2		7.0		3.8						
PROCUREMENT (3010)												
INSTALL KITS			28	4.9	101	8.9	144	13.9	108	7.7	85	5.6
KITS NONRECUR												
EQUIPMENT			[28]	18.2	[101]	31.3	[144]	11.6	[108]	17.4	[85]	13.9
EQUIP												
NONREC												
CHANGE ORDERS						0.7		1.2		1.3		1.1
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.4		0.8						
INSTALLATION OF HARDWARE												
FY-01 28 KITS							[28]	1.1				
FY-02 101 KITS							[4]	0.3	[97]	6.6		
FY-03 144 KITS									[7]	0.6	[131]	9.0
FY-04 108 KITS												
FY-05 85 KITS												
FY-06 87 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL							32	1.4	104	7.2	131	9.0
TOTAL COST (BP-1100)			28	23.5	101	41.7	144	28.0	108	33.7	85	29.6

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								51.9
PROCUREMENT (3010)								
INSTALL KITS	87	5.9	77	5.3	18	1.3	648	53.6
KITS NONRECUR								
EQUIPMENT	[87]	13.5	[77]	12.5	[18]	7.3	[648]	125.6
EQUIP NONREC								
CHANGE ORDERS		0.7		1.0		0.2		6.2
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.2
INSTALLATION OF HARDWARE								
FY-01 28 KITS							[28]	1.1
FY-02 101 KITS							[101]	6.9
FY-03 144 KITS	[6]	0.3					[144]	10.0
FY-04 108 KITS	[108]	4.6					[108]	4.6
FY-05 85 KITS			[85]	3.7			[85]	3.7
FY-06 87 KITS					[87]	3.8	[87]	3.8
FY-07 77 KITS					[77]	3.5	[77]	3.5
FY-08 18 KITS					[18]	0.8	[18]	0.8
TOTAL INSTALL	114	4.9	85	3.7	182	8.1	648	34.4
TOTAL COST (BP-1100)	87	25.1	77	22.4	18	16.9	648	221.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)				03/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08		
Delivery Date (Month/CY)				03/03	10/03	10/04	10/05	10/06	10/07	10/08	10/09		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																					6	14	12	15	22	37	30	28	21	45	37	
																					6	14	12	15	22	37	30	28	21	45	37	
	<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>															
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	33	27	27	27	22	21	21	21	21	22	22	22	21	20	19	19	19	18														
Output	37	33	27	27	27	27	22	21	21	21	22	22	22	21	20	19	19	19	18													

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: AETC MTD UPGRADES-TECHNICAL TRAINING GROUP MN-8661

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0804731F Team AIR

Description/Justification

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[2]	3.3	[2]	3.2	[6]	4.3		
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						3.3		3.2		4.3		
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[10]	10.8
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							10.8
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS MN-8662

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0809731F Team AIR

Description/Justification

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[2]	2.5	[4]	2.1	[2]	1.1	[20]	12.7
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						2.5		2.1		1.1		12.7
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[11]	11.4	[19]	15.4			[58]	45.2
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		11.4		15.4				45.2
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-02

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: F-16C/D blk 20/3040/50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

FY00 funds were provided in a Congressional Plus-up for the FY00PB Global Air Traffic Management(GATM). The precision approach and landing requirements for Global Air Traffic Management (GATM) requires increased selectivity and filtering to existing Instrument Landing Systems (ILSs). This increased selectivity and filtering is referred to as 'ILS Frequency Modulation (FM) Immunity'. The International Civil Aviation Organization (ICAO) established 1 Jan 01 to have FM Immunity capability on aircraft operating in Europe. This USAFE requirement was met. Additional kits will be procured when funds become available

Aircraft Breakdown: Active 603, Reserve 57, ANG 479

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	701	3.6	438	2.2								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
INTEGRATION		0.4		0.3								
TOTAL COST (BP-1100)	701	4.1	438	2.5								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							1,139	5.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
INTEGRATION								0.6
TOTAL COST (BP-1100)							1,139	6.6

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	07/00	03/01
Delivery Date (Month/CY)	11/00	03/02

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ACES II UPGRADE MN-F16ACE
 Models of Aircraft Affected: F-16 C/D

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

Upgrade to improve ejection survivability.

Aircraft Breakdown: Active 900, Reserve 440, ANG 100

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1,440	1.2						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS						0.1						
DATA						0.1						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 1,440 KITS						0.1	[1,440]					
TOTAL INSTALL						0.1	1,440					
TOTAL COST (BP-1100)					1,440	1.5						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1,440	1.2
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.1
DATA								0.1
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-02 1,440 KITS							[1,440]	0.1
TOTAL INSTALL							1,440	0.1
TOTAL COST (BP-1100)							1,440	1.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	08/02	
Delivery Date (Month/CY)	11/02	

Installation Schedule

	1	<u>FY-02</u>			1	<u>FY-03</u>		
		2	3	4		2	3	4
Quarters								
Input					120	360	480	480
Output					120	360	480	480

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: F110-GE-100 T4B PYROMETER REDESIGN MN-F19407

Models of Aircraft Affected: F-16 BLOCK 30/40

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

The pyrometer is one of the most unreliable line replaceable units (LRUs) on the F110 engine and failure can cause the engine to shut down in certain areas of the flight envelope. The redesigned pyrometer, which senses turbine blade metal temperature, will greatly improve the safety and reliability of the engine. Without a new pyrometer, the NRIFSD rate is 0.07/100KEFH which is above the PPGM threshold of 0.05/100KEFH; the new pyrometer reduces the rate below the threshold. The first two purchases (FY00 and FY01) required ESS testing (Environmental Stress Screening). Based on ESS results, ESS will be required on all units.

Aircraft Breakdown: Active 445, Reserve 47, ANG 294

Development Status

Complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	84	0.6	591	3.6	111	0.7						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	84	0.6	591	3.6	111	0.7						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							786	4.9
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						786	4.9
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)			07/00	12/00	12/01				
Delivery Date (Month/CY)			04/01	09/01	09/02				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: F110-GE-100/129 EMS ENHANCEMENTS MN-F19412

Models of Aircraft Affected: F-16 BLOCK 30/40/50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification improves reliability, reduces false warnings, and provides post mishap engine performance data by replacing the existing engine monitoring system computer (EMSC) on both the F110-GE-100/129 engines with a more capable crash survivable EMSC. The new EMSC also is a commercially available part based design which eliminates an ongoing part obsolescence problem with the current EMSC. Implementation will be by forced retrofit at the O&I level.

Aircraft Breakdown: Active 553, Reserve 36, ANG 238

Development Status

Development complete through Engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	392	7.2	11	0.2	8	0.2	222	4.6	179	3.7	15	0.3
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	392	7.2	11	0.2	8	0.2	222	4.6	179	3.7	15	0.3
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							827	16.2
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							827	16.2
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)			09/00	12/00	12/01	12/02	12/03	12/04	
Delivery Date (Month/CY)			03/01	06/01	06/02	06/03	06/04	06/05	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: GE-129 TURBINE FRAME COMPOSITE FAIRING MN-F19413

Models of Aircraft Affected: F-16 BLOCK 50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Replaces existing composite fairings with titanium fairings similar to the curved ruggedized F110-GE-100 fairing. The turbine frame composite fairings have experienced heat damage and delamination. Small burn through holes have been discovered on numerous operational engines. On one test engine, a delaminated piece of fairing blocked cooling flow in the exhaust nozzle resulting in the burn through of the outer engine case. A similar burn through occurring in service could result in a catastrophic mishap.

Aircraft Breakdown: Active 256, Reserve 0, ANG 0

Development Status

Development complete. Development through CIP program.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	70	0.5	186	1.2								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	70	0.5	186	1.2								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							256	1.6
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.0
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						256	1.6
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	08/00	12/00	
Delivery Date (Month/CY)	08/01	09/01	

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-22				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$0.000	\$0.000	\$17.598	\$6.398	\$2.187	\$14.504	\$14.839	

The F-22 program is the next generation multi-mission air superiority fighter to counter emerging worldwide threats. The F-22 is designed to penetrate enemy airspace and achieve a first-look, first-kill capability against multiple targets. The overall goal of modification budgeted in FY03 is to determine that an Automatic Ground Collision Avoidance System has potential for reducing the number of pilot and aircraft losses due to the G-induced Loss of Conscience (G-LOC) and other Controlled Flight Into Terrain incidents. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	17605C	AUTO GROUND COLLISI						10.1	10.1		20.2
	17607	TEST INSTRUMENTATIO			9.7						9.7
	17608	AIR VEHICLE ACCEPTA			1.5						1.5
	F22001	COMMON CONFIGURAT			6.4	6.4					12.8
	F22002	JTIDS XMIT							1.2		1.2
	F22003	SMALL DIAMETER BOM					2.2	4.4	3.5		10.1
TOTAL FOR CLASS P			0.0	0.0	17.6	6.4	2.2	14.5	14.8	0.0	55.5
TOTAL FOR AIRCRAFT F-22			0.0	0.0	17.6	6.4	2.2	14.5	14.8	0.0	55.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 31	PAGE NO. 1	
--	-------------------------------	---------------	--

THIS PAGE INTENTIONALLY LEFT BLANK

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T/AT-37				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$0.078	\$0.082	\$0.081	\$0.083	\$0.084	\$0.088	\$0.090	

The T-37 is a twin engine, two seat (side-by-side), subsonic jet trainer used by AETC as a primary trainer in Undergraduate Pilot and Navigator Training. The overall goal of the modification budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The specific modification budgeted and programmed is below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P-S	99999A	LOW COST SAFETY MO	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.7
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.7
P	99999X	LOW COST MODIFICATI				0.1	0.1	0.1	0.1		0.8
TOTAL FOR CLASS P			0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.8
TOTAL FOR AIRCRAFT A/T-37			0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.0	1.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 1	
--	-------------------------------	---------------	--

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-5				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$66.677	\$32.069	\$86.008	\$134.444	\$97.885	\$162.362	\$462.605	

This line item funds modifications to the C-5 aircraft. The four engine C-5 carries outsized and heavy cargo (tanks, helicopters, etc.) between main operating bases. The aircraft routinely carries 73 troops and 36 standard 463-L pallets. The primary modification budgeted in FY03 is the Avionics Modernization Program (AMP). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3455	AIRLIFT DEFENSIVE SY	0.4								27.7
	6032	COMPARTMENT FLOOR	1.2								6.2
	6037	TF39 ENGINE HIGH PRE	32.0	9.9							178.3
	6038	AVIONICS MODERNIZAT	33.0	19.4	78.1	121.6	87.3	19.8			390.9
	6103	HYDRAULIC SURGE CO	0.1	2.7							2.8
	6154	C-5 RELIABILITY ENHAN						140.6	462.5	8,128.0	8,731.1
	8097	SIM UPGRADE			3.0						3.0
	8662	AETC MTD UPGRADES-			1.8		0.8	1.9			4.5
	8719	EMERGENCY DC POWE			3.0	12.8	9.7				25.4
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.1
	DC101	FM IMMUNITY	0.1								4.1
TOTAL FOR CLASS P			66.8	32.1	86.1	134.4	97.9	162.4	462.6	8,128.0	9,378.2
TOTAL FOR AIRCRAFT C-5			66.8	32.1	86.1	134.4	97.9	162.4	462.6	8,128.0	9,378.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401119F Team MOBIL

Modification Title and No: COMPARTMENT FLOOR CORROSION PREVENTION MN-6032

Models of Aircraft Affected: C-5A

Center: WRALC Robins AFB GA

Description/Justification

Stress panels in the troop compartment latrine are corroding. In order to replace the panels, the entire latrine must be removed. This causes a three week programmed depot maintenance delay. The C-5B designed latrine will be installed on the C-5A. The C-5B latrine has a one piece fiberglass floor pan, fiberglass walls, and a larger holding tank. Initial lead time of 9 months based on delivery of sole source prototype unit. Follow-on lead time of 13 months based on competitive follow-on contract.

Aircraft Breakdown: Active 27, Reserve 31, ANG 13

Development Status

N/A - 3600 funds. 3010 - 2nd kit proof underway.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	4.1										
KITS NONRECUR	1	0.6										
EQUIPMENT		0.0										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.1										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.0										
INSTALLATION OF HARDWARE												
FY-96 52 KITS	[3]	0.2	[37]	1.2	[12]							
FY-98 19 KITS					[19]							
TOTAL INSTALL	3	0.2	37	1.2	31							
TOTAL COST (BP-1100)	71	5.1		1.2								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	4.1
KITS NONRECUR							1	0.6
EQUIPMENT								0.0
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.1
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.0
INSTALLATION OF HARDWARE								
FY-96 52 KITS							[52]	1.4
FY-98 19 KITS							[19]	
TOTAL INSTALL							71	1.4
TOTAL COST (BP-1100)							71	6.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 13 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	06/98		06/98				
Delivery Date (Month/CY)	03/99		06/99				

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1									1	1	7	8	8	13	9	10	12	5	4	
Output								1									2	7	8	13	9	10	12	5	4			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: TF39 ENGINE HIGH PRESSURE TURBINE MN-6037
 Models of Aircraft Affected: C-5A/B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification redesigns and installs a newer turbine in the TF-39 High Pressure Turbine (HPT). The current HPT does not provide the required thrust capability for hot day take-offs. Existing state-of-the-art technology will reduce engine overhaul costs by fifty percent and permit max thrust take-offs when the temperature is greater than 71 degrees Fahrenheit. Provides payback within 3.5 years of program completion. This modification consists of 665 sets of equipment, which are component parts that will replace existing engine parts in the High Pressure Turbine. No install kits or funds required as mod is installed during engine overhaul.

Aircraft Breakdown: Active 432, Reserve 166, ANG 67

Development Status

N/A-3600 funds. 3010-installations scheduled through FY 02-2.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	556	132.4	109	20.8								
EQUIP		4.1										
NONREC												
CHANGE ORDERS												
DATA		0.1		0.6								
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES			[59]	10.5	[66]	9.9						
TOTAL COST (BP-1100)	556	136.5	109	32.0		9.9						
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							665	153.2
EQUIP NONREC								4.1
CHANGE ORDERS								
DATA								0.7
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES							[125]	20.4
TOTAL COST (BP-1100)	<hr/>						665	178.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	06/97	12/97	12/98	12/99	12/00	
Delivery Date (Month/CY)	12/97	06/98	06/99	06/00	06/01	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038
Models of Aircraft Affected: C-5A/B/C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The purpose of this modification is for Global Air Traffic Management (GATM) compliance/nav safety. It redesigns the avionics components to replace unreliable Line Replacement Units (LRU) in the autopilot/flight augmentation systems and the flight and engine instrument suite. This mod also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning system (TAWS). TCAS has approximately a 10 month lead time. This effort will be conducted during the period FY 99 - FY 02. In addition, installation of new communication, navigation and surveillance equipment will improve air traffic management under GATM taking advantage of optimum air routes. Connectivity to mobility command and control capabilities will also be incorporated in the AMP design. Mod is baselined with GPS (mod#3150). Kit procurements have been negotiated as an entity and are not broken out by Group A and B components. FY02 Congressional action deleted kit funding for FY02 forcing a program restructure. The program reflects a total install quantity of 92. The AF will address the remaining kit buys in the 04 POM.

Aircraft Breakdown: Active 60, Reserve 22, ANG 10

Development Status

RDT&E supports system engineering, COTS identification and interfacing hardware design, software design, and data design. PDR occurred in 3rd quarter FY 00 and CDR occurred in 3rd quarter FY 01. Development also includes two flight tested prototypes which will begin testing in 1st quarter FY 03. TCAS procurement effort has been accelerated ahead of the AMP procurement due to DEPSECDEF direction; it is not dependent on AMP development.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)	[2]	77.1		49.2		64.2		41.7		20.3		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							20	50.0	50	100.7	22	61.9
EQUIP												
NONREC												
CHANGE ORDERS				3.6				11.4		1.2		5.2
DATA						3.3		2.7				
SIM/TRAINER	[2]	2.7	[3]	3.7	[3]	3.7	[3]	3.8	[2]	3.3		
SUPPORT-EQUIP						7.2		3.9		4.1		2.9
TCAS NRE	[2]	0.2										
TCAS INTG/INSTL	[11]	2.0										
WST NRE	[1]	8.1										
CPT NRE							[1]	3.4				
WPT INTG/INSTL					[2]	4.9	[1]	2.6	[3]	6.1	[1]	3.8
CPT INTG/INSTL									[1]	4.2	[1]	3.9
MTD KITS	[1]	1.1	[2]	19.6								
TCAS	[94]	13.5	[32]	4.7								
INSTALLATION OF H	[94]	3.7	[32]	1.0								
OGC		0.5		0.5		0.2		0.2		0.2		0.1
BTR												
OMNIBUS												

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 20 KITS									[6]	1.8	[14]	3.9
FY-04 50 KITS											[20]	5.6
FY-05 22 KITS												
TOTAL INSTALL									6	1.8	34	9.5
TOTAL COST (BP-1100)		31.7		33.0		19.4	20	78.1	50	121.6	22	87.3
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[2]	252.5
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							92	212.6
EQUIP NONREC								
CHANGE ORDERS								21.4
DATA								6.0
SIM/TRAINER							[13]	17.2
SUPPORT-EQUIP								18.1
TCAS NRE							[2]	0.2
TCAS INTG/INSTL							[11]	2.0
WST NRE							[1]	8.1
CPT NRE							[1]	3.4
WPT INTG/INSTL							[7]	17.5
CPT INTG/INSTL	[1]	7.3					[3]	15.4
MTD KITS							[3]	20.7
TCAS							[126]	18.2
INSTALLATION OF H							[126]	4.6
OGC		0.1						1.9
BTR								
OMNIBUS								
INSTALLATION OF HARDWARE								
FY-03 20 KITS							[20]	5.7
FY-04 50 KITS	[30]	7.3					[50]	12.8
FY-05 22 KITS	[18]	5.1	[4]				[22]	5.1
TOTAL INSTALL	48	12.4	4				92	23.7
TOTAL COST (BP-1100)		19.8					92	390.9

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)			12/98	12/99	12/00	02/02	02/03	02/04	02/05		
Delivery Date (Month/CY)			03/00	03/01	03/02	05/03	05/04	05/05	05/06		

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																																				
Output																																				

Installation Schedule Continued

		<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	6	6	10	12	12	12	12	12	4			
Output	6	6	8	12	12	12	12	12	8			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: HYDRAULIC SURGE CONTROL -EASY OPEN VALVE MN-6103

Models of Aircraft Affected: C-5A/B

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P

PE 0401119F Team MOBIL

Description/Justification

This modification installs hydraulic selector valves that are designed to open at a slightly lower rate to prevent surges and pressure spikes in the hydraulic system. Modified valves are to replace current ones associated with the selector valve on the landing gear, cargo doors and ramps. Note, 126 aircraft modified with modification funds and 1 paid for with sustaining engineering funds.

Aircraft Breakdown: Active 80, Reserve 32, ANG 13

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					125	2.7						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.0		0.1								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		0.0		0.1	125	2.7						
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							125	2.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.1
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						125	2.8
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)						03/02		
Delivery Date (Month/CY)						09/02		

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-9			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$1.661	\$0.634	\$1.346	\$1.034	\$1.063	\$1.119	\$1.151

This line item funds modifications to the C-9 aircraft, commercial equivalent DC-9. The C-9A is a medium-range, twin-engine, jet transport designed to carry patients and medical personnel. The C-9C is used to transport the vice-president, cabinet members, members of Congress and other high ranking U.S. and foreign officials. The primary modification budgeted in FY03 is to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below. In FY02, C- 9C program received \$ 8.5M as part of the Defense Emergency Relief Fund (DERF). Funding was used to upgrade passenger communications equipment in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P	3150	NAVSTAR GLOBAL POSI	0.9								35.4
	99999S	SERVICE BULLETINS	0.5	0.6	0.8	0.9	1.0	1.0	1.0		23.6
	99999X	LOW COST MODIFICATI	0.1	0.1	0.6	0.1	0.1	0.1	0.2		5.8
	Z88888	REPROGRAMMINGS	0.3								0.1
TOTAL FOR CLASS P			1.8	0.7	1.3	1.0	1.1	1.1	1.2	0.0	64.9
TOTAL FOR AIRCRAFT C-9			1.8	0.7	1.3	1.0	1.1	1.1	1.2	0.0	64.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 34	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-9 Class P

Models of Aircraft Affected: C-9 A/C

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0401314F

Team MOBIL

Description/Justification

C-9 is an FAA certified aircraft. Service bulletins affect safety, product improvement, maintenance and reliability and are necessary to comply with and maintain FAA certification & compliance.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		1.1										
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
AF W/H												
SERVICE BLTN		16.9		0.5		0.6		0.8		0.9		1.0
TOTAL COST (BP-1100)		18.0		0.5		0.6		0.8		0.9		1.0

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA							1.1	
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES								
(EXEMPT)								
AF W/H								
SERVICE BLTN		1.0		1.0				22.5
TOTAL COST (BP-1100)		1.0		1.0				23.6

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$81.297	\$110.063	\$128.178	\$194.222	\$288.984	\$431.151	\$434.965

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY03 are the Open Systems Communication Control Unit and Large Aircraft Infrared Counter Measures. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	0399	AIRLIFT DEFENSIVE SY	1.9	1.0	1.1	0.8	0.6	0.4	0.1		5.9
	4280	FULLY INTEGRATED DA							17.0	114.2	131.2
	4660	OPEN SYSTEMS COMM		1.8	18.0	29.3	29.3	14.3	2.3		95.0
	5029	AERIAL DELIVERY SYST	0.5	0.9	2.1	2.0	1.4				6.8
	6005	TROOP DOOR AFT FAIR	0.2								2.3
	6008	AEROMED LITTER STAN	4.0	2.2	1.1						22.3
	6026	400 POUND PARATROO	0.7	0.7	4.2	4.5	0.3				18.5
	6201	GPS INTEGRITY MONIT	1.2								22.2
	6401	GATM - AUTOMATIC D						2.5		22.6	25.1
	6402	OBIGGS II					1.6	19.8	34.1	152.7	208.2
	6403	GATM - GPS AS PRIMAR							2.5	1.2	3.7
	6404	FUEL SYSTEM REDESIG				0.1	1.8	3.9	3.8	23.6	33.3
	6405	GATM - DIFFERENTIAL						2.5		24.1	26.6
	6406	MOBILITY 2000 (M2K)			2.6	9.0	8.6	4.6			24.8
	6407	GATM-VHF DATA LINK (						2.5		95.8	98.3
	6408	PARTS OBSOLESCENC					4.0	4.0	4.0		12.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$81.297	\$110.063	\$128.178	\$194.222	\$288.984	\$431.151	\$434.965

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY03 are the Open Systems Communication Control Unit and Large Aircraft Infrared Counter Measures. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST	TOTAL
										TO GO	PROG.
	6409	AERIAL DELIVERY SYST					6.5	9.7	9.7	5.6	31.5
	6410	SELF-SUFFICIENCY						0.7		273.0	273.7
	6411	ARMY COMMUNCIATIO				6.3	19.1	18.1	10.7		54.2
	6412	EXTENDED RANGE RET			9.9	50.8	57.3	45.2	57.4	123.8	344.4
	6413	IMPROVED OMNI DIREC						4.7	7.0	11.1	22.8
	6414	GATM - RNP IMPROVEM					4.5	0.1	2.4	12.1	19.0
	6415	CREW ARMOR PLATING				0.6	16.0	12.9	23.3	48.3	101.2
	6416	AIRCRAFT WIRELESS IN				0.1	1.6	2.0	2.0	0.9	6.6
	6417	IMBEDDED TOW PLATE					0.5	0.7	1.1	1.8	4.1
	6418	OFFSETS CENTERLINE						19.6	33.8	53.1	106.5
	6419	SOFTWARE BLOCK 16 U				0.9	3.6	2.5	2.0	0.5	9.6
	6420	FLOTATION EMERGENC					0.1		2.8	15.5	18.5
	6421	WING LEADING EDGE FI						0.5		73.2	73.7
	6422	OBSOLESCENCE - WEA				28.0	28.0	28.0			84.0
	7987	ELECTRICAL SYSTEM C	2.0								2.0
	8332	SIDEWALL LINER/OXYG	4.0	2.2	1.1						12.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 2	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$81.297	\$110.063	\$128.178	\$194.222	\$288.984	\$431.151	\$434.965	

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY03 are the Open Systems Communication Control Unit and Large Aircraft Infrared Counter Measures. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
	8501	CABIN PRESSURIZATIO	1.8	0.9							3.7
	8629	LARGE AIRCRAFT INFR		13.4	31.2	30.7	63.5	185.8	169.6		494.1
	9596	LOOSE EQUIPMENT						2.5	3.6	5.6	11.8
	9705	ELECTRONIC FLIGHT C	0.7								14.8
	9709	GLOBAL AIR TRAFFIC M	15.6	23.6	15.3						63.3
	9710	BLOCK 12 SOFTWARE	0.6	4.3	3.8						8.7
	9714	STATION KEEPING FOL	2.1	12.8	2.9	3.4	2.7				23.9
	9715	HF DATA LINK (HF DL)		3.1	6.3	16.6	8.3	5.6	1.2		41.3
	9721	ALTERNATE EEC POWE	0.7	0.6	0.4						1.9
	9722	SLAT TRACK DOOR BRA	0.4	0.8	0.8	0.3					2.6
	9723	FIXED LEADING EDGE F	0.3	2.5	4.3	4.0					11.5
	9725	SOFTWARE BLOCK 10 U	2.5								5.3
	9726	COMBUSTION EXIT TEM	38.6	26.6	6.0						119.3
	9728	CABIN PRESSURIZATIO	0.4								2.3
	9730	INSUFFICIENT EMER EV						0.4	3.7	14.3	18.4
	9733	HALO GAUGE						1.1	1.9	7.2	10.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 3	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$81.297	\$110.063	\$128.178	\$194.222	\$288.984	\$431.151	\$434.965	

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY03 are the Open Systems Communication Control Unit and Large Aircraft Infrared Counter Measures. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST	TOTAL
										TO GO	PROG.
	9735	STABILIZER STRUTS PH					1.5	6.0	7.4	9.1	24.0
	AIFFS	APU INDEPENDENT FUE					5.1	7.8	5.9	2.3	21.1
	SIM17	SIMULATOR UPGRADE			3.1						3.1
	TAWS	TERRAIN AWARENESS	3.4	12.5	14.0	7.0	3.1				40.1
	TRNRMO	TRAINER MODS					20.0	22.5	25.5	71.5	139.5
TOTAL FOR CLASS P			81.3	110.1	128.2	194.3	289.0	431.2	435.0	1,163.0	2,961.2
TOTAL FOR AIRCRAFT C-17			81.3	110.1	128.2	194.3	289.0	431.2	435.0	1,163.0	2,961.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 4	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES MN-0399

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares.

Project Plan Id#: AV/AFC-025B

Aircraft Breakdown: Active 100, Reserve 0, ANG 0

Development Status

Complete 09/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			38	1.7	11	0.5	15	0.7	16	0.7	12	0.5
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.1		0.4		0.4				
INSTALLATION OF HARDWARE												
FY-01 38 KITS					[38]	0.2						
FY-02 11 KITS							[11]	0.0				
FY-03 15 KITS									[15]	0.1		
FY-04 16 KITS											[16]	0.1
FY-05 12 KITS												
FY-06 8 KITS												
TOTAL INSTALL					38	0.2	11	0.0	15	0.1	16	0.1
TOTAL COST (BP-1100)			38	1.9	11	1.0	15	1.1	16	0.8	12	0.6

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	8	0.4					100	4.5
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.9
INSTALLATION OF HARDWARE								
FY-01 38 KITS							[38]	0.2
FY-02 11 KITS							[11]	0.0
FY-03 15 KITS							[15]	0.1
FY-04 16 KITS							[16]	0.1
FY-05 12 KITS	[12]	0.1					[12]	0.1
FY-06 8 KITS			[8]	0.0			[8]	0.0
TOTAL INSTALL	12	0.1	8	0.0			100	0.4
TOTAL COST (BP-1100)	8	0.4		0.0			100	5.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	12/00	01/02	01/03	01/04	01/05	01/06	
Delivery Date (Month/CY)	12/01	10/02	10/03	10/04	10/05	10/06	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input					8	15	15		2	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Output					8	15	15		2	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: OPEN SYSTEMS COMMUNICATION CONTROL UNIT MN-4660

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

The evolving communications requirements for the C-17 will be constrained by current Communication Control Unit design. The current design no longer has the flexibility to adapt to added communication requirements without a redesign. The Open Systems CCU project will provide a Line Replaceable Unit (LRU) with an architecture very similar to the Core Integrated Processor and significant growth capability to accommodate future requirements. The architecture design will allow the addition of a card to obtain the new capability rather than redesigning the entire LRU. The architecture will employ industry standard features that will simplify changes and provide numerous sources for those changes. New equipment and software will replace the existing CCU, the Intercom Control System (ICS), and the Comm/Nav Controller (CNC). Mod is required for GATM follow-on (MN-9715 HFDL & 9716 RNP-4) and for the SOLL II communications long term solution.

Project Plan Id#: AV/AFC-027

Aircraft Breakdown: Active 107, Reserve 0, ANG 0

Development Status

Design complete 02/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					3	1.8	30	18.0	33	19.8	33	19.8
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 3 KITS									[3]	0.9		
FY-03 30 KITS									[30]	8.6		
FY-04 33 KITS											[33]	9.5
FY-05 33 KITS												
FY-06 8 KITS												
TOTAL INSTALL									33	9.5	33	9.5
TOTAL COST (BP-1100)					3	1.8	30	18.0	33	29.3	33	29.3

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	8	4.8					107	64.3
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-02 3 KITS							[3]	0.9
FY-03 30 KITS							[30]	8.6
FY-04 33 KITS							[33]	9.5
FY-05 33 KITS	[33]	9.5					[33]	9.5
FY-06 8 KITS			[8]	2.3			[8]	2.3
TOTAL INSTALL	33	9.5	8	2.3			107	30.7
TOTAL COST (BP-1100)	8	14.3		2.3			107	95.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	04/02	01/03	12/03	12/04	12/05	
Delivery Date (Month/CY)	10/03	01/04	12/04	12/05	12/06	

Installation Schedule

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									3	10	10	10	9	8	8	8	9	8	8	8	8	8	8	8
Output									3	10	10	10	9	8	8	8	9	8	8	8	8	8	8	8

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Modification Title and No: AERIAL DELIVERY SYSTEM IMPROVEMENTS MN-5029

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification will improve the overall success of airdrop operations. Changes will be made to the Cargo Door Ditching Lock, Aerial Delivery System Position Sensor, Cargo Ramp Vent/Lock, and ADS Link Sensor. The ADS Gang Back-Up Switch will be modified as an indirect recommendation of the P-13 incident investigation. Previously part of MN-6203.

Project Plan Id#: AV/FS-001

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design complete 8/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			9	0.2	33	0.8	33	0.8	10	0.2		
KITS NONRECUR				0.3								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 9 KITS					[1]	0.1	[8]	0.4				
FY-02 33 KITS							[17]	0.9	[16]	0.8		
FY-03 33 KITS									[17]	0.9	[16]	0.9
FY-04 10 KITS											[10]	0.5
TOTAL INSTALL					1	0.1	25	1.3	33	1.7	26	1.4
TOTAL COST (BP-1100)			9	0.5	33	0.9	33	2.1	10	2.0		1.4
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							85	2.1
KITS NONRECUR								0.3
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-01 9 KITS							[9]	0.5
FY-02 33 KITS							[33]	1.7
FY-03 33 KITS							[33]	1.8
FY-04 10 KITS							[10]	0.5
TOTAL INSTALL							85	4.5
TOTAL COST (BP-1100)							85	6.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	09/01	12/01	12/02	12/03	
Delivery Date (Month/CY)	09/02	10/02	10/03	10/04	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	8	6	6	5	8	8	8	9	8	8	10
Output									1	8	6	6	5	8	8	8	9	8	8	10

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR

Modification Title and No: AEROMED LITTER STANCHION REDESIGN MN-6008

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

PE 0401130F Team MOBIL

Description/Justification

This enhancement project will increase the C-17 Aeromedical litter stanchion height and revise related support structure to accommodate a 21 inch vertical separation between litter patients in a three tier configuration. The contract for this mod was restructured so it could be done in conjunction with MN 8332 Sidewall Liner/ Oxygen Box Relocation. These costs are based on a contractor proposal for installing both mods simultaneously to minimize installation costs. The individual costs for this mod are apportioned from the proposal.

Project Plan Id#: AV/FS-003

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	35	12.2	5	1.7								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 14 KITS	[14]	2.6										
FY-99 11 KITS	[1]	0.2	[10]	2.2								
FY-00 10 KITS					[10]	2.2						
FY-01 5 KITS							[5]	1.1				
TOTAL INSTALL	15	2.8	10	2.2	10	2.2	5	1.1				
TOTAL COST (BP-1100)	35	15.0	5	4.0		2.2		1.1				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							40	13.9
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-98 14 KITS							[14]	2.6
FY-99 11 KITS							[11]	2.4
FY-00 10 KITS							[10]	2.2
FY-01 5 KITS							[5]	1.1
TOTAL INSTALL							40	8.4
TOTAL COST (BP-1100)							40	22.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/98	12/98	03/00	12/00			
Delivery Date (Month/CY)	06/00	06/00	09/01	06/02			

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output													5	5	5		10	5	5						5			
													5	5	5		10	5	5						5			

02/13/2002
 FY 2003 PBR
 Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026
 Models of Aircraft Affected: C-17

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Procures and installs one set (102 fabric-type) paratrooper seats on each aircraft. These seats support user (Army) requirements, provide safety and support to the occupant and meet the revised C-17 troop seat specifications. Supplier capacity (total of 16 shipsets for production and retrofit) dictates schedule.

Project Plan Id#: AV/FS-021

Aircraft Breakdown: Active 26, Reserve 0, ANG 0

Development Status

RDT&E complete Aug 1996.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	12	7.2	1	0.6	1	0.7	6	4.1	6	4.2		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 1 KITS	[1]	0.1										
FY-98 7 KITS	[7]	0.7										
FY-99 3 KITS	[3]	0.2										
FY-00 1 KITS			[1]	0.0								
FY-01 1 KITS					[1]	0.0						
FY-02 1 KITS							[1]	0.0				
FY-03 6 KITS									[6]	0.3		
FY-04 6 KITS											[6]	0.3
TOTAL INSTALL	11	1.0	1	0.0	1	0.0	1	0.0	6	0.3	6	0.3
TOTAL COST (BP-1100)	12	8.2	1	0.7	1	0.7	6	4.2	6	4.5		0.3

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: GPS INTEGRITY MONITORING CAPABILITY IMPROVEMENTS MN-6201

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

PE 0401130F Team MOBIL

Description/Justification

This modification, Global Air Traffic Management (Navigation) will replace the current Inertial Reference Unit (IRU) with an upgraded Replacement IRU and the current Global Positioning System (GPS) receiver with a GPS receiver embedded in the new Replacement IRU. The new GPS will be capable of Receiver Autonomous Integrity Monitoring (RAIM) and Fault Detection and Exclusion (FDE), which reduce the possibility of incorrect GPS solutions being used in navigation. This Mod is baselined with MN-9705 Electronic Flight Control System, and MN-9725 Block 10 Software.

Project Plan Id#: AV/AFC-009

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Design complete FY98/1.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	48	17.5										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
GFP		2.0										
INSTALLATION OF HARDWARE												
FY-98 1 KITS	[1]	0.2										
FY-99 24 KITS	[24]	1.2										
FY-00 23 KITS					[23]	1.2						
TOTAL INSTALL	25	1.4	23	1.2								
TOTAL COST (BP-1100)	48	21.0		1.2								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							48	17.5
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
GFP								2.0
INSTALLATION OF HARDWARE								
FY-98 1 KITS							[1]	0.2
FY-99 24 KITS							[24]	1.2
FY-00 23 KITS							[23]	1.2
TOTAL INSTALL							48	2.7
TOTAL COST (BP-1100)							48	22.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	03/98	03/99	02/00	
Delivery Date (Month/CY)	09/99	03/00	02/01	

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1							
Output									1							

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: ELECTRICAL SYSTEM CONTROL PANEL REDESIGN MN-7987

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This modification is to redesign the electrical system control panel to correct a single point failure deficiency.

Project Plan Id#: AV/AFC-032

Aircraft Breakdown: Active 76, Reserve 0, ANG 0

Development Status

Design complete 9/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			76	2.0								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			76	2.0								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							76	2.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						76	2.0
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>
Contract Date (Month/CY)	06/01
Delivery Date (Month/CY)	03/02

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Modification Title and No: SIDEWALL LINER/OXYGEN BOX RELOCATION MN-8332

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

This work was part of the Aeromed Litter Stanchion (MN 6008). Replace Sidewall Liners with new production design liners; relocate Sidewall Oxygen Box to a reachable level, improving access to passenger oxygen masks when deployed; incorporate O2 Straps (former mod number 6001). These costs are based on a contractor proposal for installing both mods simultaneously to minimize the installation costs. The individual cost for this mod is apportioned from the proposal. The contract for this mod was restructured so it could be done in conjunction with MN-6008 Aeromed Litter Stanchion.

Project Plan Id#: AV/FS-003

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	17	3.9	10	1.7	5							
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 7 KITS	[7]	1.3										
FY-00 10 KITS			[10]	2.2								
FY-01 10 KITS					[10]	2.2						
FY-02 5 KITS							[5]	1.1				
TOTAL INSTALL	7	1.3	10	2.2	10	2.2	5	1.1				
TOTAL COST (BP-1100)	17	5.2	10	4.0	5	2.2		1.1				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							32	5.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-99 7 KITS							[7]	1.3
FY-00 10 KITS							[10]	2.2
FY-01 10 KITS							[10]	2.2
FY-02 5 KITS							[5]	1.1
TOTAL INSTALL							32	6.9
TOTAL COST (BP-1100)							32	12.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/98	03/00	06/01	01/02		
Delivery Date (Month/CY)	06/00	09/01	12/02	07/03		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input									3	4							2	5	3		5	5		5
Output									3	4							2	5	3		5	5		5

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: CABIN PRESSURIZATION/EGRESS-PHASE II MN-8501

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F Team MOBIL

Description/Justification

This mod was previously part of MN-9728. It was separated because kitproofing results indicated phase II effort will be more difficult than expected. To optimize operational use of A/C during modification, two A/C availability schedules were developed, one for simpler part of mod (Phase I) and another for more difficult part (Phase II). This mod is for the more difficult part. Scope of the total effort remains the same. The 9 additional A/C on this mod is due to the simpler part being installed during production on those 9. This modification is to redesign the Cabin Pressurization system to enhance current capability and provide safer, more efficient operation; allowing normal and emergency egress to take place with reduced risk of hazard to personnel or aircraft. Changes will be made to the Cabin Pressure Controller (CPC)/Operational Flight Program software logic, and improving flight deck gauges and controls.

Project Plan Id#: AV/FS-036B

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Design complete 1/99.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	24	0.7	33	1.0								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.1										
INSTALLATION OF HARDWARE												
FY-00 24 KITS	[6]	0.2	[18]	0.6								
FY-01 33 KITS			[6]	0.2	[27]	0.9						
TOTAL INSTALL	6	0.2	24	0.8	27	0.9						
TOTAL COST (BP-1100)	24	1.0	33	1.8		0.9						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							57	1.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								0.1
INSTALLATION OF HARDWARE								
FY-00 24 KITS							[24]	0.8
FY-01 33 KITS							[33]	1.1
TOTAL INSTALL							57	2.0
TOTAL COST (BP-1100)							57	3.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	03/00	06/01
Delivery Date (Month/CY)	06/00	09/01

Installation Schedule

	Quarters	<u>FY-00</u>				<u>FY-01</u>			
		1	2	3	4	1	2	3	4
Input				6	18	6	18	9	
Output				6	18	6	18	9	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401134F Team MOBIL

Description/Justification

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides advanced defensive capability for the AF's transport and tanker aircraft to counter the proliferating IR Man-Portable Air-Defense Systems (MANPADS) missiles. FY01 was first year for LAIRCM RDT&E funding in PE 41130F. FY02 is the first year of 3010 funding for C-17 LAIRCM installs; however, all required NEW START notifications were completed in the FY01 PB. This system will employ new missile-warning systems, a missile-tracking system, and multi-band laser jammers to detect, track, and counter any incoming IR missiles. This system will be fully automatic following power-up.

The C-17 LAIRCM configuration consists of missile warning and tracking systems, multi-band laser turrets, and the appropriate processors & wiring. This P3A defines both the Phase I and Phase II portions of LAIRCM. Phase I installs LAIRCM on the first 12 C-17s (Phase I also includes 8 C-130s shown in its respective P-doc).

Phase II develops an advanced multi-spectral missile warning and laser-based countermeasures system to increase the affordability and effectiveness of the system to meet AMC's fleet requirement. Phase II will also equip an additional 59 aircraft which will complete the 79 aircraft (43 C-17s, 24 C-130s, & 12 KC-135s) needed to accomplish One Small Scale Contingency (1SSC). Phase II will also bring the Phase I aircraft up to the Phase II standard with the installation of retrofit kits (\$124.6M in FY07 for C-17 retrofit kits).

Two C-17 kits will be procured with 3600 funds described in the appropriate R-doc in PEs 41130F for FY01 and PE 41134F for FY02 and beyond. PE 41134F is a new PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation.

Aircraft Breakdown: Active 41, Reserve 0, ANG 0

Development Status

The LAIRCM program Phase I contract was awarded in Sep 01. RDT&E funding, shown here, is for the C-17 portion only.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)					[1]	43.3		25.0		36.8		37.2
PROCUREMENT (3010)												
INSTALL KITS					[1]	1.6	[4]	1.6	[4]	0.8	[26]	10.4
KITS NONRECUR EQUIPMENT					1	11.5	4	24.3	4	24.2	6	49.1
EQUIP NONREC												
CHANGE ORDERS DATA						0.3		0.9		1.2		0.2
SIM/TRAINER SUPPORT-EQUIP												1.6
INSTALLATION OF H RETROFIT KITS							[4]	4.4	[4]	4.4	[2]	2.2
TOTAL COST (BP-1100)					1	13.4	4	31.2	4	30.7	6	63.5

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		15.9					[1]	158.2
PROCUREMENT (3010)								
INSTALL KITS			[5]	2.0			[40]	16.4
KITS NONRECUR EQUIPMENT	20	150.7	5	37.7			40	297.4
EQUIP NONREC CHANGE ORDERS DATA								2.6
SIM/TRAINER SUPPORT-EQUIP		6.2						7.8
INSTALLATION OF H RETROFIT KITS	[26]	28.9	[5]	5.6			[41]	45.5
				124.4				124.4
TOTAL COST (BP-1100)	20	185.8	5	169.6			40	494.1

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 22 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)	01/02	01/03	01/04	01/05	01/06	01/07	
Delivery Date (Month/CY)	11/03	01/04	01/05	01/06	01/07	01/08	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration. The current aircraft configuration does not include the hardware and software to provide traffic alert and collision avoidance to the pilot, nor is it linked to ground air traffic control facilities. The aircraft does not have beyond line-of-sight communications (both voice and data) for interaction with international air traffic control. The existing APX-100 Identification Friend or Foe (IFF) utilizes a separate encryption device designated as a Kit 1C. The current APX-100 also does not have a Mode 'S' down link capability. The C-17 will be modified with the necessary hardware, software, wiring and installations to implement a C-17 Communication and Navigation upgrade which adds the following system capabilities and functionalities.

- Level II Traffic Alert and Collision Avoidance System (TCAS), including Change 7, with display information integrated into the current C-17 cockpit displays.
- APX-100 Mark V IFF with Mode 'S' Transponder, including Change 7, replacing current APX-100.
- Aero-I International Maritime Satellite (INMARSAT) System for Beyond Line-Of-sight (BLOS) voice and data communications.
- Communication Management Unit to route multiple data link devices to the appropriate radios.
- Aircraft Personality Module to provide aircraft-specific information, such as tail number, to various devices.
- Automatic Dependent Surveillance (ADS-A) functionality (software only) via INMARSAT Aero-I data link.
- Controller/Pilot Data Link Communication (CPDLC) via INMARSAT Aero-I data link.

This mod causes a longer than normal down time for the aircraft, so some of the aircraft inducted in each quarter of the year are not completed until the next quarter (see schedule).

Project Plan Id#: AV/AFC-007

Modification of Spares to Include:

- Aircraft Propulsion Data Management Computer: The APDMC software will be modified to cause datalink failures and uplink alerts to be displayed by selected cockpit displays.
- Communication Control Unit: The IRMS-CCU will be modified with an OFP software change to accommodate added message changes and some control changes.
- Flight Control Computer: The FCC software will be modified to provide autopilot disconnect upon receipt of appropriate warning information from the TCAS II LRU.
- HUD Monitor & Display: The HUD software will be modified to accommodate new display pages.
- Mission Computer Keyboard: The MCK software will be modified to pass additional data from the CIP to the CCU.
- Core Integrated Processor: The CIP will be modified internally by the addition of an ARINC 429 bus circuit card assembly (CCA) and extensive software changes to provide the CPDLC, ADS-A and data base functionality required by the GATM program. The software will also be modified to control the new ARINC 429 CCA.
- MFD-CRT: The MFD software will be modified to provide new display pages.
- Standard Flight Data Recorder: The SFDR software will be modified to enable the recording of selected TCAS data.
- WCCS: The WCC software will be modified to provide fault annunciations for the IFF and TCAS. This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Design completed Jul 99.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)												

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	15	5.0	33	4.9	22	3.4						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
GFE		3.8		8.6		6.0						
MOD OF SPARES						2.2		2.4				
INSTALLATION OF HARDWARE												
FY-00 15 KITS			[4]	2.1	[11]	4.0						
FY-01 33 KITS					[22]	8.0	[11]	4.3				
FY-02 22 KITS							[22]	8.6				
TOTAL INSTALL			4	2.1	33	12.0	33	12.9				
TOTAL COST (BP-1100)	15	8.8	33	15.6	22	23.6		15.3				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	13.4
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
GFE								18.3
MOD OF SPARES								4.6
INSTALLATION OF HARDWARE								
FY-00 15 KITS							[15]	6.1
FY-01 33 KITS							[33]	12.3
FY-02 22 KITS							[22]	8.6
TOTAL INSTALL							70	27.0
TOTAL COST (BP-1100)							70	63.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	03/00	06/01	12/01	
Delivery Date (Month/CY)	03/01	04/02	10/02	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																
Input					1	3	11	3	10	10	10	7	10	5		
Output					1	3	8	8	10	10	10	10	10	5	5	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: BLOCK 12 SOFTWARE MN-9710
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Updates the software to the aircraft Block 12 configuration. Will include PICRs for over 60 items including: Loose Platform Detection capability & CAWS update; obstacle clearance computations; SIDS clearance capability; SKE enhancements for Block 12; Air Refueling performance data; Engine out LRC speed; Max thrust in climb; MLS final approach capability to 5 Degrees/1000 FPM glidepath. Mod number changed from _HXCLN to 9710. This mod is baselined with GATM (MN-9709).

Project Plan Id#: AV/AVI-005

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Development to complete 2/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE			[4]	0.5	[33]	3.8	[33]	3.8				
MOD OF SPARES				0.1		0.5						
TOTAL COST (BP-1100)				0.6		4.3		3.8				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
SOFTWARE							[70]	8.0	
MOD OF SPARES								0.7	
TOTAL COST (BP-1100)	<hr/>								8.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	05/01	12/01	12/02
Delivery Date (Month/CY)	06/01	01/02	01/03

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Quarters												
Input		4			11	11	11		11	11	11	
Output		4			11	11	11		11	11	11	

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Modification Title and No: STATION KEEPING FOLLOW-ON (SBA) MN-9714

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

Capability to receive and display increased number of aircraft in formation at increased transmit/receive distances, receive and display commercial TCAS information, and minimizing probability of enemy detection. This system will help minimize total time across the drop zone for large airdrop formations. Mod number changed from _MYUZC to 9714. Fleet must be retrofitted with SKE-FO by the end of FY04 to support Strategic Brigade Airdrop (SBA).

Project Plan Id#: AV/AFC-016A

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design to complete 3/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			9	1.5	33	0.3	33	0.3	10	0.1		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES				0.6		12.5		0.1		0.1		0.1
INSTALLATION OF HARDWARE												
FY-01 9 KITS					[1]	0.1	[8]	0.8				
FY-02 33 KITS							[17]	1.7	[16]	1.6		
FY-03 33 KITS									[17]	1.7	[16]	1.7
FY-04 10 KITS											[10]	0.9
TOTAL INSTALL					1	0.1	25	2.5	33	3.3	26	2.6
TOTAL COST (BP-1100)			9	2.1	33	12.8	33	2.9	10	3.4		2.7

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							85	2.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								13.3
INSTALLATION OF HARDWARE								
FY-01 9 KITS							[9]	0.9
FY-02 33 KITS							[33]	3.3
FY-03 33 KITS							[33]	3.4
FY-04 10 KITS							[10]	0.9
TOTAL INSTALL							85	8.6
TOTAL COST (BP-1100)							85	23.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	09/01	12/01	12/02	12/03	
Delivery Date (Month/CY)	09/02	10/02	10/03	10/04	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>			<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: HF DATA LINK (HFDL) MN-9715
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The current civil requirements for air traffic control (ATC) are evolving to force more data-intensive procedures than the direct controller to pilot voice interface available today. The GATM Initiatives project provides the initial capability for flying in controlled airspace under these evolving requirements. This project provides the additional capability to transmit air traffic control data over an HF Data Link and to maintain control of navigation accuracy to within four (4) nautical miles of the aircraft's planned position. Modifications to existing HF radio equipment and software will be added to the C-17 to provide the additional data capability. Due to the high cost of dual SATCOM data link equipage, AMC has stated intention to use HF Data Link (HFDL) as a low-cost alternative to satellite data link if HFDL is approved for civil ATC. The ARC-190/CP2024A can be modified to accommodate HFDL. Adds a communications management unit (CMU).

This modification being accomplished concurrently with Required Nav Performance (MN-9716), Software Block 14 (MN-9706) and Open Systems Communication Control Unit (MN-4660) This modification is required by International Civil Aviation Organizations and the Federal Aviation Administration. This GATM (Communication) requirement modification adds high frequency data link (HFDL) for automated ATC messaging. Mod number changed from _N4LTZ to 9715. Contracting as one effort with 9716, so costs split evenly between MN-9715 & MN-9716.

Project Plan Id#: AV/AFC-011

Aircraft Breakdown: Active 107, Reserve 0, ANG 0

Development Status

Scheduled completion 1\01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					3	0.3	30	3.2	33	3.6	33	3.6
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
GFE						2.8	3.1		9.7			1.4
INSTALLATION OF HARDWARE												
FY-02 3 KITS									[3]	0.3		
FY-03 30 KITS									[30]	3.1		
FY-04 33 KITS											[33]	3.4
FY-05 33 KITS												
FY-06 8 KITS												
TOTAL INSTALL									33	3.4	33	3.4
TOTAL COST (BP-1100)					3	3.1	30	6.3	33	16.6	33	8.3

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	8	0.9					107	11.6
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
GFE		1.4		0.4				18.8
INSTALLATION OF HARDWARE								
FY-02 3 KITS							[3]	0.3
FY-03 30 KITS							[30]	3.1
FY-04 33 KITS							[33]	3.4
FY-05 33 KITS	[33]	3.4					[33]	3.4
FY-06 8 KITS			[8]	0.8			[8]	0.8
TOTAL INSTALL	33	3.4	8	0.8			107	10.9
TOTAL COST (BP-1100)	8	5.6		1.2			107	41.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	12/01	12/02	12/03	12/04	12/05	
Delivery Date (Month/CY)	12/03	12/03	12/04	12/05	12/06	

Installation Schedule

	1	<u>FY-02</u>			1	<u>FY-03</u>			1	<u>FY-04</u>			1	<u>FY-05</u>			1	<u>FY-06</u>			1	<u>FY-07</u>		
		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4				
Quarters																								
Input									10	10	10	3	8	8	8	9	9	8	8	8	8			
Output									10	10	10	3	8	8	8	9	9	8	8	8	8			

02/13/2002
 FY 2003 PBR
 Modification Title and No: ALTERNATE EEC POWER MN-9721
 Models of Aircraft Affected: C-17

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This mod is designed to provide alternate/backup power to the Electronic Engine Control (EEC) to prevent engine shutdown in flight. This will provide 28VDC Aircraft Power through the Fuel Switch. Mod number changed from _QFP61 to 9721. When the current power source fails, the engine flames out; this is a single point failure that can place the aircraft and crew at increased risk.

Project Plan Id#: AV/FS-035

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Development complete 4/99.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	31	0.2	20	0.2	19	0.1						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 31 KITS			[23]	0.5	[8]	0.1						
FY-01 20 KITS					[18]	0.3	[2]	0.0				
FY-02 19 KITS							[19]	0.3				
TOTAL INSTALL			23	0.5	26	0.4	21	0.4				
TOTAL COST (BP-1100)	31	0.2	20	0.7	19	0.6		0.4				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	0.5
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 31 KITS							[31]	0.7
FY-01 20 KITS							[20]	0.3
FY-02 19 KITS							[19]	0.3
TOTAL INSTALL							70	1.3
TOTAL COST (BP-1100)							70	1.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	03/00	06/01	12/01	
Delivery Date (Month/CY)	03/01	06/02	12/02	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					5	9	9	2	8	8	8	2	8	8	8	3
Output					5	9	9	2	8	8	8	2	8	8	8	3

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SLAT TRACK DOOR BRACKETS MN-9722
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Slat track and actuator doors have been the cause of numerous dropped object incidents. Approximately 17 doors have dropped since the C-17 became operational. The slat doors act as aerodynamic seals over the actuation mechanism and are prone to fatigue cracking during thrust reversals with the slats deployed. Higher strength doors have been designed and have been incorporated in production on P-33 and subsequent. This project funds the kits and labor required for retrofitting P-1 through P-32. This project is designed to prevent safety of flight, operational readiness, mission capability, and maintenance impacts to the C-17 fleet. This modification incorporates a redesigned bracket for the slat track door and actuator door assemblies, which replaces existing parts. This is necessary to prevent the slat track and actuator door assembled from departing the aircraft. The primary program impact of not funding this retrofit effort is a continuance of slat door dropped object incidents. Aircraft dropped objects pose a safety hazard to ground personnel and equipment and are undesirable politically to the Air Force. Even though the aircraft is mission capable without a slat door, the dropped object burden on AMC is unacceptable. The C-17 has been losing slat track doors at the rate of approximately 5 doors per year. This mod retrofits the fleet to eliminate the problem. Mod number changed from _SHMQV to 9722.

Project Plan Id#: AV/FS-047

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.2	11	0.4	10	0.5	10	0.5				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS			[1]	0.0								
FY-01 11 KITS					[11]	0.3						
FY-02 10 KITS							[10]	0.3				
FY-03 10 KITS									[10]	0.3		
TOTAL INSTALL			1	0.0	11	0.3	10	0.3	10	0.3		
TOTAL COST (BP-1100)	1	0.2	11	0.4	10	0.8	10	0.8		0.3		

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							32	1.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	0.0
FY-01 11 KITS							[11]	0.3
FY-02 10 KITS							[10]	0.3
FY-03 10 KITS							[10]	0.3
TOTAL INSTALL							32	0.9
TOTAL COST (BP-1100)							32	2.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	09/00	06/01	12/01	12/02	
Delivery Date (Month/CY)	06/01	03/02	09/02	09/03	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				2	3	3	3	3	3	2	2	2	2	3	3
Output						1			2	3	3	3	3	3	2	2	2	2	3	3

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: FIXED LEADING EDGE FORMER CRACKS MN-9723

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

High stress at the end attachment of the FLE Former causes prying of the backup washer, ultimately cracking the Former. Redesign of the normal Former, the canted Formers, and first stringers were performed to prevent cracking in future production aircraft. Modification of fielded aircraft is required before reaching 6000 flight hours. This modification consists of replacing cracked FLE Formers with new parts. During GRIP modifications, cracks were discovered in formers of the fixed leading edge portion of the wing. Six aircraft have been found with cracked formers, at an average of four cracked formers per aircraft. The formers are structural members designed to maintain the aerodynamic shape of the leading edge. A production fix for the formers was incorporated on P-58 and subsequent. This project funds the kits and labor required to retrofit P-1 through P-57. The primary program impacts of not funding this retrofit effort are increased maintenance costs and reduced aircraft availability. Significant repairs of the leading edge will be necessary to ensure structural integrity if widespread cracking of the formers is allowed to occur. These repairs will drive unscheduled maintenance and increased down-time for AMC. Additionally, a large number of safety of flight systems are routed through the leading edge and may be impacted by widespread former cracking. Mod number changed from _SXSHX to 9723.

Project Plan Id#: AV/FS-046

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.4	10	0.2	20	0.9	26	1.2				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS			[1]	0.1								
FY-01 10 KITS					[10]	1.6						
FY-02 20 KITS							[20]	3.1				
FY-03 26 KITS									[26]	4.0		
TOTAL INSTALL			1	0.1	10	1.6	20	3.1	26	4.0		
TOTAL COST (BP-1100)	1	0.4	10	0.3	20	2.5	26	4.3		4.0		

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							57	2.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	0.1
FY-01 10 KITS							[10]	1.6
FY-02 20 KITS							[20]	3.1
FY-03 26 KITS							[26]	4.0
TOTAL INSTALL							57	8.8
TOTAL COST (BP-1100)							57	11.5

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	09/00	06/01	12/01	12/02	
Delivery Date (Month/CY)	06/01	03/02	09/02	09/03	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				2	2	2	4	5	5	5	5	6	7	7	6
Output					1				2	2	2	4	5	5	5	5	6	7	7	6

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SOFTWARE BLOCK 10 UPGRADE MN-9725
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Upgrade fielded aircraft with Block 10 software, including upgrade of spares. Will include Product Improvement Change Requests (PICRs) for Engine Out Compensation System wet runway takeoff performance; Semi-prepared and matted runway performance; Worldwide navigation capability; Manifold Failure Detection Controller fault erase capability; Environmental Control System controller Built In Test; Maintenance improvements. Done concurrently with Electronic Flight Control System (MN 9705) and Global Positioning System Integrity Monitoring (MN 6201). Mod changed from _WAPJ4 to 9725.

Project Plan Id#: AV/AVI-004

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Development complete 1/99.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE	[25]	1.5	[23]	1.3								
SPARES		1.3		1.2								
TOTAL COST (BP-1100)		2.8		2.5								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
SOFTWARE							[48]	2.8	
SPARES								2.5	
TOTAL COST (BP-1100)	<hr/>								5.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	12/98	12/99	06/01
Delivery Date (Month/CY)	09/99	12/99	06/01

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Modification Title and No: COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR MN-9726

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Upgrade of F117 engines from DO1 configuration to DO3 configuration. This mod reduces dirt ingestion by 30% (lowering FOD and internal erosion), and extends time on wing (from 2,400 to 4,800+ cycles), and reduces unexpected shop visit rate. Each kit provides \$0.25M annual O&S savings - total kit/install payback in 5 years. Mod number changed from _WOLUW to 9726.

FY01 & FY02 Installations will still occur as scheduled as outlined in Flexible Sustainment Contract; the vendor has agreed to install these kits at no cost.

Project Plan Id#: ENG-005

Aircraft Breakdown: Active 100, Reserve 0, ANG 0

Development Status

Commercial development is complete, no unique USAF requirement.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	43	43.8	33	38.6	24	26.6						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 18 KITS	[18]	4.4										
FY-00 25 KITS			[15]		[10]							
FY-01 33 KITS					[24]							
FY-02 24 KITS							[9]					
TOTAL INSTALL	18	4.4	15		34		33	6.0				
TOTAL COST (BP-1100)	43	48.2	33	38.6	24	26.6		6.0				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							100	108.9
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-99 18 KITS							[18]	4.4
FY-00 25 KITS							[25]	
FY-01 33 KITS							[33]	
FY-02 24 KITS							[24]	6.0
TOTAL INSTALL							100	10.4
TOTAL COST (BP-1100)							100	119.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/98	05/00	03/01	12/01	12/02
Delivery Date (Month/CY)	12/99	05/01	03/02	12/02	12/03

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input					6	6	6			7	8	10		8	8	8	8	8	8	8	9
Output					6	6	6			7	8	10		8	8	8	8	8	8	8	9

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

The 12 Feb 97 White House Commission on Aviation Safety and Security final report states, 'EGPWS should be installed on all commercial and military passenger aircraft.' The current C-17 does not have a Terrain Awareness and Warning System (TAWS) to provide terrain map and alerts for situational awareness during a Controlled-Flight-Into-Terrain (CFIT). This system is required by the FAA and is becoming standard equipment on commercial aircraft. The system uses a self-contained terrain database and the existing C-17 navigation system provides alerts/display for avoiding CFIT incidents/accidents. The Air Force requested installation of a fourth generation Terrain Awareness and Warning System (TAWS) in the C-17 aircraft to enhance navigation safety. A fourth generation TAWS includes the following capabilities:

- a. Basic Ground Proximity Warning System (GPWS) (Modes 1 through 5)
- b. Altitude alerts and bank angle limits (Mode 6)
- c. Reactive Windshear (Mode 7)
- d. Predictive terrain warnings and situational display

In addition, the TAWS for the C-17 is required to operate in all flight phases (including low level flight down to 300 feet above ground level) with an on-board, worldwide terrain database including obstacles. This additional capability will be referred to as worldwide tactical TAWS capability for combat delivery aircraft. Currently, the C-17 has basic GPWS (modes 1 through 5) capability equivalent to second generation, altitude call-out subset, and bank angle limit display. Impact: Absence of this capability results in decreased pilot situational awareness. Contractor not required to provide breakout between Group A & Group B kits to accomplish modification. This GATM Navigation safety mod will satisfy ground proximity warning system requirements.

Project Plan Id#: AV/AFC-006

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design to complete 4/00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			9	3.0	33	10.9	33	10.9	10	3.0		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES				0.5		1.5		0.1				

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 9 KITS					[1]	0.1	[8]	1.0				
FY-02 33 KITS							[17]	2.1	[16]	1.9		
FY-03 33 KITS									[17]	2.1	[16]	2.0
FY-04 10 KITS											[10]	1.1
TOTAL INSTALL					1	0.1	25	3.0	33	4.0	26	3.1
TOTAL COST (BP-1100)			9	3.4	33	12.5	33	14.0	10	7.0		3.1
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							85	27.7
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								2.1
INSTALLATION OF HARDWARE								
FY-01 9 KITS							[9]	1.1
FY-02 33 KITS							[33]	4.0
FY-03 33 KITS							[33]	4.1
FY-04 10 KITS							[10]	1.1
TOTAL INSTALL							85	10.3
TOTAL COST (BP-1100)							85	40.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	12/00	12/01	12/02	12/03	
Delivery Date (Month/CY)	06/02	10/02	10/03	10/04	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																				
Input									1	8	6	6	5	8	8	8	9	7	9	10
Output									1	8	6	6	5	8	8	8	9	7	9	10

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-21				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$1.770	\$2.622	\$2.562	\$1.445	\$1.505	\$4.053	\$4.174	

This line item funds modifications to the C-21 aircraft, commercial equivalent Lear Jet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The primary modification in FY03 is budgeted to fund service bulletins necessary for FAA certification and to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3149T	TRAFFIC ALERT & COLLI	0.1								23.5
	3149TC	TCAS CHANGE 7 UPGR	0.3	0.2							0.5
	99999S	SERVICE BULLETINS	1.3	2.3	2.4	1.3	1.3	3.9	4.0		22.4
	99999X	LOW COST MODIFICATI		0.2	0.2	0.2	0.2	0.2	0.2		1.1
	TAWS	TERRAIN AWARENESS	0.2								17.4
TOTAL FOR CLASS P			1.9	2.6	2.6	1.4	1.5	4.1	4.2	0.0	64.9
TOTAL FOR AIRCRAFT C-21			1.9	2.6	2.6	1.4	1.5	4.1	4.2	0.0	64.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 36	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-21

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-21 Class P
 PE 0401314F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

C-21 is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance, and reliability. FY 02 through FY 05 reflect 12,000 hr depot (phase 16) inspection and engine life extensions that will require associated service actions to be performed at time of depot induction. Service bulletins are issued to correct FAA identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		6.1		1.3		2.3		2.4		1.3		1.3
TOTAL COST (BP-1100)		6.1		1.3		2.3		2.4		1.3		1.3
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		3.9		4.0				22.4
TOTAL COST (BP-1100)		3.9		4.0				22.4

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-93

Installation Schedule

		<u>FY-93</u>			
Quarters	1	2	3	4	
Input					
Output					

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-32			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$15.234	\$40.393	\$26.684	\$0.000	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-32 aircraft, commercial equivalent Boeing 757. The C-32 is a long-range jet transport designed to transport VIPSAM passengers. The primary modification budgeted in FY03 is the Communications Upgrade. The overall goal is to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below. In FY02, C-32 Communications Upgrade Program received \$82.0M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim high speed data transfer and direct broadcast service capability on two aircraft, upgrade passenger communications equipment, and accelerate completion of the on-going passenger communications and data systems upgrade in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P	9606	COMMUNICATIONS UPD	15.0	38.0	15.0						68.0
	99999G	SERVICE BULLETIN - GA	0.1	2.0	11.2						13.3
	99999S	SERVICE BULLETINS	0.1	0.3	0.3						1.2
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1						0.6
TOTAL FOR CLASS P			15.3	40.4	26.7	0.0	0.0	0.0	0.0	0.0	83.0
TOTAL FOR AIRCRAFT C-32			15.3	40.4	26.7	0.0	0.0	0.0	0.0	0.0	83.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 37	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR
 Modification Title and No: COMMUNICATIONS UPDATE MN-9606

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-32 Class P
 PE 0401314F Team MOBIL

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The communication upgrade consists of the non-recurring engineering and installation of kits to upgrade the passenger communications system on four C-32A aircraft. Modification kits will provide the aircraft interfaces necessary to accommodate communications and data transmission and distribution equipment supplied and installed through a comm/data subscription contract. Capability provided through the subscription contract includes a digital communications management system to integrate clear and secure voice, data and facsimile for distribution to the DV and conference areas and a communications system operator (CSO) station. Contractor-supplied equipment will be upgraded, under the subscription agreement, as technology advances, avoiding obsolescence and periodic reinvestment costs. The subscription contract will be financed through Operations and Maintenance appropriations. This modification provides a fully integrated communication management capability as well as supporting wideband data transfer rates, and an on-board data distribution system (local area network), and direct broadcast service. This modification will also enable the CSO to manage all secure and non-secure voice, data, and facsimile (transmit and receive) within the aircraft. A dual position CSO crew station will also be installed. Installation cost for all four kits is included in the Install Kit cost. In FY02, C-32 Communications Upgrade Program received \$82M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim high speed data transfer and direct broadcast receive capability on two aircraft, upgrade passenger communications equipment, and accelerate completion of the ongoing passenger communications and data systems upgrade in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	15.0	2	32.0	1	9.0				
KITS NONRECUR						5.8						
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS								5.9				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.2		0.1				
INSTALLATION OF HARDWARE												
FY-01 1 KITS					[1]							
FY-02 2 KITS							[1]		[1]			
FY-03 1 KITS											[1]	
TOTAL INSTALL					1		1		1		1	
TOTAL COST (BP-1100)			1	15.0	2	38.0	1	15.0				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	56.0
KITS NONRECUR								5.8
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								5.9
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.3
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	
FY-02 2 KITS							[2]	
FY-03 1 KITS							[1]	
TOTAL INSTALL							4	
TOTAL COST (BP-1100)							4	68.0

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 19 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)			12/01	04/02	12/02	
Delivery Date (Month/CY)			08/02	11/03	07/04	

Installation Schedule

	Quarters	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input														1															
Output																		1											

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETIN - GATM MN-99999G
 Models of Aircraft Affected: C-32A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-32 Class P
 PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Funding for this modification was transferred from GATM MN-9709 per SAF/FMB direction for clarification (This is not a new start). The GATM service bulletins, when published by Boeing, will add the communications management unit, high frequency data link, microwave landing system and precision landing system. Anticipate the majority of these Service Bulletins to be issued during FY03, thus the large increase in funding.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN				0.0		2.0		11.2				
TOTAL COST (BP-1100)				0.0		2.0		11.2				
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN								13.3
TOTAL COST (BP-1100)	<hr/>							13.3
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-01

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-37			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$0.353	\$0.372	\$0.373	\$0.376	\$0.375	\$0.395	\$0.407

This line item funds modifications to the C-37, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to carry VIPSAM passengers. The overall goal of modifications budgeted in FY03 is to fund low cost modifications that will improve flight safety, reliability, and maintainability. In FY02, C- 37 program received \$7.7M as part of the Defense Emergency Relief Fund (DERF). Funding was used to upgrade passenger communications equipment in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.1
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.9
TOTAL FOR CLASS P			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.0
TOTAL FOR AIRCRAFT C-37			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 38	PAGE NO. 1	
--	-------------------------------	---------------	--

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-141			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$0.693	\$0.809	\$0.796	\$0.000	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-141 aircraft. The four engine C-141 delivers cargo and troops between strategic theaters of operation. It can carry up to 150 combat troops, 103 litter patients, or 13 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P-S	99999A	LOW COST SAFETY MO	0.1	0.7	0.7						3.8
TOTAL FOR CLASS P-S			0.1	0.7	0.7	0.0	0.0	0.0	0.0	0.0	3.8
P	13627B	AUTOPILOT/COCKPIT U	0.1								170.2
	3149TT	TRAFFIC ALERT & COLLI	0.1								43.6
	3150	NAVSTAR GLOBAL POSI	0.1								68.8
	99999X	LOW COST MODIFICATI		0.1	0.1						3.0
	Z88888	REPROGRAMMINGS	0.6								1.8
TOTAL FOR CLASS P			0.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	287.4
TOTAL FOR AIRCRAFT C-141			1.0	0.8	0.8	0.0	0.0	0.0	0.0	0.0	291.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 39	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A
 Models of Aircraft Affected: C-141B

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-141 Class P-S
 PE 0401118F Team MOBIL

Description/Justification

Low cost safety modifications (less than \$900K).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		0.5										
SUPPORT-EQUIP												
AIRCRAFT		1.9		0.0		0.7		0.7				
TOTAL COST (BP-1100)	<hr/>			0.0		0.7		0.7	<hr/>			
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER								0.5	
SUPPORT-EQUIP									
AIRCRAFT								3.3	
TOTAL COST (BP-1100)	<hr/>								3.8
(Totals may not add due to rounding)									

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-38			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$119.388	\$154.581	\$168.112	\$166.186	\$119.064	\$120.259	\$111.369

The T-38 is a twin engine, two seat (tandem), supersonic jet trainer used by Air Education Training Command as an advanced trainer in Undergraduate Pilot Training. The primary modification budgeted in FY03 is the Avionics Upgrade. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P-S	10206A	FUS STA 325 BULKHEAD	6.1	8.5	4.3						72.9
	14207B	COCKPIT ENCLOSURE (	2.1	1.3							69.6
	99999A	LOW COST SAFETY MO	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.6
TOTAL FOR CLASS P-S			8.3	9.9	4.4	0.1	0.1	0.1	0.1	0.0	144.1
P	6029	AVIONICS UPGRADE	82.7	74.3	98.7	98.6	54.8	52.5	40.8	43.3	595.4
	6034	T-38 PROPULSION MOD	30.9	57.7	65.0	67.5	64.3	67.7	70.5	379.1	802.7
	6087	T-38 EJECTION SYSTEM		12.8							12.8
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
	Z88888	REPROGRAMMINGS	0.1								0.1
TOTAL FOR CLASS P			113.9	144.9	163.8	166.3	119.2	120.3	111.5	422.4	1,411.1
TOTAL FOR AIRCRAFT T-38			122.2	154.8	168.2	166.4	119.3	120.4	111.6	422.4	1,555.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 40	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: FUS STA 325 BULKHEAD FORMER CHANGEOUT MN-10206A

Models of Aircraft Affected: T-38

Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P-S
PE 0804741F Team PERSO

Description/Justification

Aircraft is developing stress cracks in the propulsion system inlet bulkhead at Fuselage Station 325. Engineer analysis data indicates stress cracks growth will be beyond safety limits at six different locations along FS 325. Replacement of the bulkhead is the only solution to return structural integrity to the aircraft structure. Long term neglect in the replacement of bulkhead 325 will result in impact air worthiness safety. Install schedule has slipped five years due to initial contract award from Jan 94 to Apr 94 and (1) Contract Field Team space reduction to one hanger due to T-43 Nav trainer move to Randolph, (2) organic production at Kelly start up problems and cancellation after two years, (3) relocation of CFT at Randolph, (4) combination of Cockpit Enclosure Mod and 325 Bulkhead docks limits production until Cockpit Enclosure is completed in FY02.

Aircraft Breakdown: Active 514, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	517	13.1										
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-93 166 KITS	[166]	17.4										
FY-94 201 KITS	[194]	22.2	[52]	6.1								
FY-95 32 KITS		0.9	[3]									
FY-96 57 KITS	[6]	0.3	[2]									
FY-97 61 KITS					[53]	8.5	[27]	4.3				
TOTAL INSTALL	366	40.8	57	6.1	53	8.5	27	4.3				
TOTAL COST (BP-1100)	517	54.0		6.1		8.5		4.3				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							517	13.1
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-93 166 KITS							[166]	17.4
FY-94 201 KITS							[246]	28.3
FY-95 32 KITS							[3]	0.9
FY-96 57 KITS							[8]	0.3
FY-97 61 KITS							[80]	12.8
TOTAL INSTALL							503	59.8
TOTAL COST (BP-1100)							517	72.9

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	03/94	03/94	03/95	12/95	09/98							
Delivery Date (Month/CY)	03/95	03/96	03/97	12/97	09/00							

Installation Schedule

	<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	2	13	13	13	17	18	18	17	20	20	20	23	15	15	15	16	25	25	24	23			
Output										1	2	13	13	13	17	18	18	17	20	20	20	23	15	15	15	16	25	25	24			
	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>																			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input	14	14	14	15	14	14	13	12	7	7	7	6																				
Output	23	14	14	14	15	14	14	13	12	7	7	7	6																			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: COCKPIT ENCLOSURE (PC) MN-14207B
 Models of Aircraft Affected: T-38

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-38 Class P-S
 PE 0804741F Team PERSO

Center: OO-ALC - Hill AFB, UT

Description/Justification

Fatigue cracks combined with corrosion are being found in the cockpit longeron at an increasing rate. The damage is also being found around the canopy hook slots and longeron splice. The critical nature of the structural components limits the type and number of authorized repairs before loss of structural integrity leading to catastrophic failure of structural components and/or loss of personnel. This modification will redesign and strengthen the aging structural components, incorporate a new canopy latching system, and strengthen other structurally related areas/components. Install schedule slippage due to same factors as the 325 Bulkhead mod. Installs for 2 non-recur kits funded with non-recur line.

Aircraft Breakdown: Active 517, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	515	15.0										
KITS NONRECUR	2	0.4										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-90 25 KITS	[25]	2.2										
FY-91 125 KITS	[125]	17.3										
FY-92 207 KITS	[207]	20.4										
FY-93 19 KITS	[19]	2.3										
FY-94 67 KITS	[67]	4.5										
FY-95 13 KITS	[13]	0.6										
FY-97 61 KITS	[37]	3.2	[17]	2.1	[7]	1.3						
TOTAL INSTALL	493	50.6	17	2.1	7	1.3						
TOTAL COST (BP-1100)	517	66.2		2.1		1.3						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							515	15.0
KITS NONRECUR							2	0.4
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-90 25 KITS							[25]	2.2
FY-91 125 KITS							[125]	17.3
FY-92 207 KITS							[207]	20.4
FY-93 19 KITS							[19]	2.3
FY-94 67 KITS							[67]	4.5
FY-95 13 KITS							[13]	0.6
FY-97 61 KITS							[61]	6.6
TOTAL INSTALL							517	54.0
TOTAL COST (BP-1100)							517	69.6

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-90</u>	<u>FY-91</u>	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/90	06/91	12/91	12/92	12/93	12/94		09/98						
Delivery Date (Month/CY)	06/92	06/93	12/93	12/94	12/95	12/96		09/00						

Installation Schedule

	<u>FY-90</u>				<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									2	2	1	3	20	38	23	23	23	34	35	35	34	12	13	13	15	15	14	14	14	14	14	14				
Output										2	2	1	3	20	38	23	23	23	23	23	23	34	35	35	34	12	13	13	13	15	15	14				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	14	14	13	12	2	5	5	6	6	5	5	5	5	5	5	5	2	2	2	2	1															
Output	14	14	14	13	12	2	5	5	6	6	5	5	5	5	5	5	5	2	2	2	2	1														

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: AVIONICS UPGRADE MN-6029

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

PE 0804741F

Team PERSO

Description/Justification

Aircraft avionics technology has been revolutionized since the T-38 entered service in 1962. Current bombers and fighters have more complex avionics systems. Since the T-38s lack these modern systems, we cannot use them to train standard avionics and cockpit management skills. Existing T-38 avionics suites have low reliability and maintainability rates. The T-38 Avionics Upgrade Program installs an integrated, digital cockpit with HUD, resembling current and proposed bombers and fighters, and GPS/INS to meet Congressional mandates. These changes eliminate the training deficiencies in T-38A and AT-38B, and convert all models into the new T-38C configuration. The upgrade also includes 36 Aircrew Training Devices (ATDs - 3 Types) for complete training systems. OGC are PMA costs only and include training, travel, support contracts, supplies, and computer support.

Effort includes contractor proposed 6-year full system warranty measured by essential performance parameters. Change Orders/Low Cost Modifications/V-tips (labeled 'Other' below) are to fund things such as the addition of TACAN; HUD Relocation; WST Missionization; Comm/Nav Doors procurement; correction of deficiencies found during DT & E, IOT & E, FOT & E, and FDE; changes driven by FAA/NAS requirements such as TCAS, GPS, GEM IV changes required to improve training capabilities, and over and above/economic repairs found during modification.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

FY00: Completed ATD acceptance testing and assembled first ATD at first base. FY01: Completed Phase II DT/ IOT&E testing and obtained full rate production approval. Completed Build 6 and FOT&E. Initial Operational Capability for T-38 AUP will be at Moody AFB.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		76.4		2.6		3.0						
PROCUREMENT (3010)												
INSTALL KITS	38	3.0	73	5.4	79	5.4	94	6.5	91	6.4	51	4.3
KITS NONRECUR	[1]	0.1										
EQUIPMENT	[38]	21.8	[73]	39.3	[79]	39.9	[94]	47.6	[91]	46.7	[51]	31.4
EQUIP												
NONREC												
CHANGE ORDERS		5.3		6.9		3.6		5.3		4.7		6.0
DATA		0.1		0.1		0.1		0.3		0.5		0.1
SIM/TRAINER	[3]	5.9	[9]	19.6	[5]	12.7	[10]	24.1	[7]	25.3		
SUPPORT-EQUIP												
OTHER						0.6		0.8		0.8		0.4
RETROFIT KITS		0.1										
WARRANTY		0.7		0.5		0.5		0.4		0.2		0.2
OGC		1.6		2.6		2.5		3.5		3.9		3.5

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99 25 KITS	[12]	10.9	[13]	2.1								
FY-00 13 KITS			[13]	2.1								
FY-01 73 KITS			[25]	4.1	[48]	6.5						
FY-02 79 KITS					[18]	2.4						
FY-03 94 KITS							[61]	7.6				
FY-04 91 KITS							[20]	2.5	[74]	9.1		
FY-05 51 KITS									[10]	1.2	[62]	9.0
FY-06 44 KITS												
FY-07 26 KITS												
FY-08 13 KITS												
TOTAL INSTALL	12	10.9	51	8.4	66	8.9	81	10.2	84	10.3	62	9.0
TOTAL COST (BP-1100)	38	49.5	73	82.7	79	74.3	94	98.7	91	98.6	51	54.8

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								82.0
PROCUREMENT (3010)								
INSTALL KITS	44	4.2	26	2.6	13	1.4	509	39.1
KITS NONRECUR							[1]	0.1
EQUIPMENT	[44]	30.5	[26]	18.9	[13]	9.9	[509]	286.1
EQUIP NONREC								
CHANGE ORDERS		5.8		7.5		16.4		61.5
DATA		0.1						1.0
SIM/TRAINER							[34]	87.7
SUPPORT-EQUIP								
OTHER		0.4		0.4		0.9		4.3
RETROFIT KITS								0.1
WARRANTY		0.2		0.2		0.8		3.8
OGC		2.7		2.5		6.8		29.6
INSTALLATION OF HARDWARE								
FY-99 25 KITS							[25]	13.1
FY-00 13 KITS							[13]	2.1
FY-01 73 KITS							[73]	10.6
FY-02 79 KITS							[79]	10.1
FY-03 94 KITS							[94]	11.6
FY-04 91 KITS	[19]	2.8					[91]	13.0
FY-05 51 KITS	[41]	6.0	[10]	1.6			[51]	7.5
FY-06 44 KITS			[44]	6.8			[44]	6.8
FY-07 26 KITS			[2]	0.3	[24]	4.5	[26]	4.8
FY-08 13 KITS					[13]	2.5	[13]	2.5
TOTAL INSTALL	60	8.8	56	8.7	37	7.0	509	82.2
TOTAL COST (BP-1100)	44	52.5	26	40.8	13	43.3	509	595.4

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)				10/99	10/99	12/00	12/01	12/02	12/03	12/04	12/05	12/06		
Delivery Date (Month/CY)				08/00	08/00	10/01	10/02	10/03	10/04	10/05	10/06	10/07		

Installation Schedule

Quarters	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																	3	5	6	8	12	13	17	20	22	20	21	22	21	20	21	22

Installation Schedule Continued

		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	20	21	22	21	20	16	16	16	14	16	15	15	14	15	14	14	13	9	7	6	10	5			
Output	20	22	21	22	20	20	16	16	14	16	15	15	14	16	14	14	13	13	8	6	9	12			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P
PE 0804741F Team PERSO

Description/Justification

The T-38 Propulsion System Modernization program includes: 1) J85-5 Engine Modernization; 2) Propulsion System Air Induction Inlet/332 Former/362 Bulkhead replacement; and 3) Propulsion System Ejector Nozzle Modification Upgrade.

J85-5 Engine Modernization: Improving engine components will decrease risk of failure, decrease threat to pilot production, and increase overall aircraft safety. The engine has experienced two major mishaps, one minor mishap, and 4 incidences of rotor failures in the previous two years due to corrosion pit cracking. New spooled compressor design will eliminate corrosion safety concerns. More reliable engine components and spooled compressor rotor will decrease maintenance man-hours and overall T-38 system support costs. Engine Modernization Kits will be installed on engines at the Engine Regional Repair Facility in conjunction with regularly scheduled maintenance.

Propulsion System Air Induction Inlet/332 Former/362 Bulkhead/Ejector Nozzle Replacement. The modified inlet, when combined with the Ejector Nozzle, will increase single-engine performance during takeoff and landing. Aircraft is developing stress corrosion cracks in the propulsion system inlet at Fuselage Station (F.S.) 332 Former and F.S. 362 Bulkhead. Replacement of F.S. 332 Former/F.S. 362 Bulkhead in this program is the only solution to return structural integrity of the airframe. Data indicates crack growth will continue without former/bulkhead replacement. Stress corrosion cracking is unpredictable. Long term neglect will result in impact to safety.

Change Orders/Low Cost Modifications (labeled 'Other' below) fund things such as deficiencies found during Qualification testing; design variation resulting from age and tolerance variation of aircraft; over and above or economic repairs found during or resulting from modification; results from integrated risk assessment; and necessary changes to support equipment, if required.

Install kits below include inlets, bulkheads, and ejectors. Equipment includes engines.

Note: In the funding table below, Equipment equals the number of engines purchased. Lead time for engines is 14 months, while lead time for other components is 8 months the first year and 6 months thereafter.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

J-85 Upgraded Engine Components developed under CIP.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.0										
PROCUREMENT (3010)												
INSTALL KITS			11	2.8	33	8.6	40	9.8	45	11.7	45	10.8
KITS NONRECUR EQUIPMENT			[47]	20.7	[94]	39.3	[108]	46.8	[107]	47.3	[98]	43.9
EQUIP NONREC												
CHANGE ORDERS				1.1		2.3		1.4		1.5		1.4
DATA				0.5		0.0		0.0		0.0		0.0
SIM/TRAINER												
SUPPORT-EQUIP				0.6		0.5						
OTHER						0.4		0.4		0.4		0.5
TOOLING				0.3								

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010) Continued												
OGC				1.3		1.8		1.6		1.7		1.6
TEST				3.3		0.7		0.5				
INSTALLATION OF HARDWARE												
FY-01 11 KITS			[2]	0.4		[9]	1.6					
FY-02 33 KITS					[14]	2.5						
FY-03 40 KITS							[19]	2.5				
FY-04 45 KITS							[15]	2.0	[25]	3.3		
FY-05 45 KITS									[13]	1.7	[32]	4.3
FY-06 42 KITS											[13]	1.7
FY-07 52 KITS												
FY-08 84 KITS												
FY-09 84 KITS												
FY-10 73 KITS												
TOTAL INSTALL			2	0.4	23	4.0	34	4.4	38	5.0	45	6.0
TOTAL COST (BP-1100)			11	30.9	33	57.7	40	65.0	45	67.5	45	64.3
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								2.0
PROCUREMENT (3010)								
INSTALL KITS	42	9.9	52	11.9	241	57.4	509	123.0
KITS NONRECUR								
EQUIPMENT	[105]	47.9	[104]	48.2	[539]	261.6	[1,202]	555.7
EQUIP NONREC								
CHANGE ORDERS		1.5		1.5		8.5		19.3
DATA		0.0		0.0		0.0		0.6
SIM/TRAINER								
SUPPORT-EQUIP								1.2
OTHER		0.5		0.5		1.7		4.4
TOOLING								0.3
OGC		1.7		1.7		9.6		20.9
TEST								4.5
INSTALLATION OF HARDWARE								
FY-01 11 KITS							[11]	2.0
FY-02 33 KITS							[33]	4.9
FY-03 40 KITS							[40]	5.3
FY-04 45 KITS							[45]	6.0
FY-05 45 KITS	[32]	4.4					[45]	6.1
FY-06 42 KITS	[14]	1.9	[28]	3.9			[42]	5.8
FY-07 52 KITS			[19]	2.7	[33]	4.7	[52]	7.4
FY-08 84 KITS					[84]	12.0	[84]	12.0
FY-09 84 KITS					[84]	12.4	[84]	12.4
FY-10 73 KITS					[73]	11.1	[73]	11.1
TOTAL INSTALL	46	6.3	47	6.6	274	40.2	509	73.0
TOTAL COST (BP-1100)	42	67.7	52	70.5	241	379.1	509	802.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>
Contract Date (Month/CY)		12/00	12/01	12/02	12/03	12/04	12/05	12/06	12/07	12/08	12/09		
Delivery Date (Month/CY)		08/01	06/02	06/03	06/04	06/05	06/06	06/07	06/08	06/09	06/10		

Installation Schedule

Quarters	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									2	2	5	9	10	9	12	10	9	9	9	11	11	11	11	11	11	12	12	12	12	10	10	12
Output									2		3	7	9	10	10	12	9	9	9	9	11	11	11	12	12	12	12	12	12	12	9	11

Installation Schedule Continued

		<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	13	15	14	15	15	18	18	18	21	21	21	21	21	21	18	18	16	4			
Output	12	14	15	14	15	16	18	18	19	21	21	21	21	21	20	18	18	14			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: T-38 EJECTION SYSTEM UPGRADE MN-6087
 Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-38 Class P
 PE 0804741F Team PERSO

Description/Justification

The T-38 Ejection System Upgrade is a new Modification for the T-38 Program. In accordance with the FY02 DOD Appropriations Conference Report, dated 19 Dec 01, additional procurement funds were Congressionally added to the T-38 Program for Ejection Seats. Program direction and acquisition strategy are currently being developed.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

Program direction and acquisition strategy are currently being developed.

Projected Financial Plan

		PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
EJECTION SYSTEM						12.8						
TOTAL COST (BP-1100)						12.8						
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
EJECTION SYSTEM								12.8
TOTAL COST (BP-1100)	<hr/>							12.8
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-02

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-41				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$0.085	\$0.088	\$0.090	\$0.093	\$0.095	\$0.099	\$0.100	

The T-41 is a military derivative of the civilian Cessna 172, a four seat, propeller driven, light aircraft used by USAFA in support of the aeronautical engineering course curriculum. There are no specific modifications budgeted in FY03. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	1.3
	Z88888	REPROGRAMMINGS	0.1								0.1
TOTAL FOR CLASS P			0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.3	1.4
TOTAL FOR AIRCRAFT T-41			0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.3	1.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 41	PAGE NO. 1	
--	-------------------------------	---------------	--

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-43				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$4.883	\$3.676	\$2.183	\$8.696	\$8.816	\$4.048	\$2.220	

The T-43 is a military derivative of the Boeing 737 used by AETC as an airborne training platform in Undergraduate Navigator Training. The primary modification budgeted in FY03 is the Traffic Alert & Collision. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3149F	FLIGHT DATA RECORDER	0.3								5.9
	3149T	TRAFFIC ALERT & COLLISION		3.4	1.0	5.3	5.0	1.2	0.1		19.0
	99999S	SERVICE BULLETINS	0.5	0.2	0.7	0.6	1.0	2.1	2.1		10.2
	99999X	LOW COST MODIFICATIONS		0.1	0.1	0.1	0.1	0.1	0.1		0.8
	TAWS	TERRAIN AWARENESS	4.1		0.5	2.7	2.7	0.7			10.7
	Z88888	REPROGRAMMING	0.1								0.1
TOTAL FOR CLASS P			5.0	3.7	2.2	8.7	8.8	4.0	2.3	0.0	46.8
TOTAL FOR AIRCRAFT T-43			5.0	3.7	2.2	8.7	8.8	4.0	2.3	0.0	46.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 42	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Models of Aircraft Affected: CT/T-43, DV/TRAINING
AIRCRAFT

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P
PE 0804742F Team PERSO

Description/Justification

This navigation and safety modification installs Traffic Collision Avoidance System (TCAS) which will provide a display for conflicting traffic and will provide visual display and corrective action with an audible warning. This modification will install TCAS II/Mode-S on all CT/ T-43s. Prototype funding in FY02 includes installation in FY03. FY04 starts fleet installation. Based on recent FY02 IBRC decisions, TCAS modification will be installed in conjunction with TAWS mod.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	0.2	1	0.2	5	1.1	3	0.7
KITS NONRECUR	1	1.1				1.7						
EQUIPMENT					[1]	0.7	[1]	0.7	[5]	3.9	[3]	2.5
EQUIP	[1]	1.4				0.4						
NONREC												
CHANGE ORDERS												
DATA		0.4				0.3						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.0		0.0				
INSTALLATION OF HARDWARE												
FY-96 1 KITS	[1]	0.2										
FY-02 1 KITS							[1]					
FY-03 1 KITS									[1]	0.3		
FY-04 5 KITS											[5]	1.8
FY-05 3 KITS												
TOTAL INSTALL	1	0.2					1		1	0.3	5	1.8
TOTAL COST (BP-1100)	1				1	3.4	1	1.0	5	5.3	3	5.0

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							10	2.2
KITS NONRECUR							1	2.9
EQUIPMENT							[10]	7.8
EQUIP NONREC							[1]	1.8
CHANGE ORDERS								
DATA				0.1				0.8
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.1
INSTALLATION OF HARDWARE								
FY-96 1 KITS							[1]	0.2
FY-02 1 KITS							[1]	
FY-03 1 KITS							[1]	0.3
FY-04 5 KITS							[5]	1.8
FY-05 3 KITS	[3]	1.2					[3]	1.2
TOTAL INSTALL	3	1.2					11	3.5
TOTAL COST (BP-1100)		1.2		0.1			11	19.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 19 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	09/97						12/01	12/02	12/03	12/04	12/05	12/06
Delivery Date (Month/CY)	04/99						07/03	12/03	12/04	12/05	12/06	12/07

Installation Schedule

	1	<u>FY-96</u>			4	1	<u>FY-97</u>			4	1	<u>FY-98</u>			4	1	<u>FY-99</u>			4	1	<u>FY-00</u>			4	1	<u>FY-01</u>			4	1	<u>FY-02</u>			4	1	<u>FY-03</u>			4
		2	3	4			2	3	4			2	3	4			2	3	4			2	3	4			2	3	4			2	3	4			2	3	4	
Quarters																																								
Input																																								
Output																																								
Quarters																																								
Input																																								
Output																																								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING
AIRCRAFT

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0804742F Team PERSO

Description/Justification

Service Bulletins are issued to correct manufacturer identified deficiencies and are required to maintain FAA certification.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.1		0.5		0.2		0.7		0.6		1.0
TOTAL COST (BP-1100)		3.1		0.5		0.2		0.7		0.6		1.0

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		2.1		2.1				10.2
TOTAL COST (BP-1100)		2.1		2.1				10.2
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-98

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: T-43, DV/TRAINING AIRCRAFT

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P
PE 0804742F Team PERSO

Description/Justification

This Nav/Safety Phase II modification installs the Terrain Avoidance System (TAWS) on all T-43s. It is a fourth-generation GPWS and includes reactive wind-shear warning. It includes a computer which crosschecks the aircraft GPS position and flight parameters with a world-wide terrain database, to determine ground collision potential and avoid controlled flight into terrain (CFT). FY01 start prototype engineering and prototype installation in FY02. FY04 starts fleet installation. Due to recent FY02 IBRC decisions, the TAWS mod will be accomplished in conjunction with the TCAS mod.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.1			1	0.1	5	0.6	3	0.4
KITS NONRECUR				2.3								
EQUIPMENT			[1]	0.4			[1]	0.4	[5]	1.9	[3]	1.2
EQUIP				1.0								
NONREC												
CHANGE ORDERS												
DATA				0.4								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.0								
INSTALLATION OF HARDWARE												
FY-01 1 KITS							[1]					
FY-03 1 KITS									[1]	0.2		
FY-04 5 KITS											[5]	1.1
FY-05 3 KITS												
TOTAL INSTALL							1		1	0.2	5	1.1
TOTAL COST (BP-1100)			1	4.1			1	0.5	5	2.7	3	2.7

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							10	1.1
KITS NONRECUR								2.3
EQUIPMENT							[10]	3.9
EQUIP NONREC								1.0
CHANGE ORDERS								
DATA								0.4
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.0
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	
FY-03 1 KITS							[1]	0.2
FY-04 5 KITS							[5]	1.1
FY-05 3 KITS							[3]	0.7
TOTAL INSTALL	[3]	0.7						
TOTAL COST (BP-1100)	3	0.7					10	2.0
TOTAL COST (BP-1100)		0.7					10	10.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)				07/01		12/02	12/03	12/04	
Delivery Date (Month/CY)				07/03		09/03	09/04	09/05	

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

THIS PAGE INTENTIONALLY LEFT BLANK

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: JPAT MODS				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$0.000	\$0.200	\$1.969	\$2.022	\$2.074	\$2.130	\$2.185	

The Joint Primary Aircraft Training System (JPATS) will replace the USAF T-37B and USN T-34C training aircraft and their associated ground based training systems. The JPATS T-6A aircraft provides significant improvements over the aircraft it is replacing, including a 0/0 ejection seat which accommodates a larger anthropometric pilot population, a pressurized cockpit, anti-g capability, and increased birdstrike protection. Low-cost modifications to the aircraft will include, among others, an upgraded Environmental Control System, UHF radio, nosewheel centering, VHF radio volume, and power control lever decals.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P-S	99999X	LOW COST MODIFICATI		0.2	2.0	2.0	2.1	2.1	2.2		10.6
TOTAL FOR CLASS P-S			0.0	0.2	2.0	2.0	2.1	2.1	2.2	0.0	10.6
TOTAL FOR AIRCRAFT T-6			0.0	0.2	2.0	2.0	2.1	2.1	2.2	0.0	10.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 42A	PAGE NO. 1	
--	--------------------------------	---------------	--

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P-S
 PE 0804741F Team PERSO

Description/Justification

Funds miscellaneous low cost modifications needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. Examples of low cost modifications planned for FY02 and beyond are modification of the Nose Wheel, Environmental Control System, UHF Radio Upgrade, VHF Radio Volume, and Pilot Checklist Decals.

Aircraft Breakdown: Active 78, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT					0.2		2.0		2.0			2.1
TOTAL COST (BP-1100)					0.2		2.0		2.0			2.1
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		2.1		2.2				10.6
TOTAL COST (BP-1100)		2.1		2.2				10.6

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-02

Installation Schedule

	<u>FY-02</u>			
Quarters	1	2	3	4
Input				
Output				

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: KC-10				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$36.445	\$30.632	\$14.176	\$21.546	\$46.854	\$43.857	\$14.868	

This line item funds modifications to the KC-10 aircraft. The three engine KC-10 serves a dual-role by providing both air refueling and strategic airlift support. The aircraft provides air refueling by using both the boom and drogue methods and can carry up to 27 standard 463-L pallets. The primary modification budgeted in FY03 is the Global Air Traffic Management (GATM). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.1	0.1	0.1	0.1	0.1	0.1		0.8
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.8
P	3149T2	TCAS AND TAWS	0.5								38.1
	4369	REPLACE PYLONS 1&3	1.0	1.1	0.8						11.5
	9709	GLOBAL AIR TRAFFIC M	20.5	12.5	8.2	14.1	46.1	42.8	13.1		157.8
	99999S	SERVICE BULLETINS	4.0	3.2	1.5	1.0	0.7	1.0	1.7		41.2
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		3.6
	SIM-10	SIMULATOR UPGRADE (	7.8	13.7	3.7	6.4					64.1
	Z88888	REPROGRAMMINGS	2.5								2.8
TOTAL FOR CLASS P			36.5	30.7	14.3	21.6	46.9	43.9	14.9	0.0	318.9
TOTAL FOR AIRCRAFT KC-10			36.5	30.8	14.4	21.7	47.0	44.0	15.0	0.0	319.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 43	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: KC-10 Class P
 PE 0401219F Team MOBIL

Modification Title and No: REPLACE PYLONS 1&3 FORWARD MOUNT TRUSS ASSEMBLY MN-4369

Models of Aircraft Affected: KC-10

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

Replacement of the KC-10 wing engine pylon with an improved updated engine mount truss fitting, less prone to stress cracking. (Ref: AIRWORTHINESS DIRECTIVE 91-07-15, ALERT SERVICE BULLETIN 54-99). If not corrected, cracks could result in loss of structural integrity of the wing forward mount truss fitting and eventual separation of the engine. Fourteen aircraft completed prior to FY98 were paid for with Service Bulletin funds. Remaining kits were procured in FY00 to capture economic quantity discount.

Aircraft Breakdown: Active 45, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	45	6.9										
KITS NONRECUR		0.7										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 12 KITS	[12]	1.0										
FY-99 12 KITS			[12]	1.0								
FY-00 21 KITS					[13]	1.1	[8]	0.8				
TOTAL INSTALL	12	1.0	12	1.0	13	1.1	8	0.8				
TOTAL COST (BP-1100)	45	8.6		1.0		1.1		0.8				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							45	6.9
KITS NONRECUR								0.7
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-98 12 KITS							[12]	1.0
FY-99 12 KITS							[12]	1.0
FY-00 21 KITS							[21]	1.9
TOTAL INSTALL							45	3.9
TOTAL COST (BP-1100)							45	11.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 25 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	10/98	11/98	10/99			
Delivery Date (Month/CY)	10/99	12/00	11/01			

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									3	3	3	3	3	3	3	3	3	3	4	3	3	3	2	
Output									3	3	3	3	3	3	3	3	3	3	4	3	3	3	2	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: KC-10

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

Description/Justification

Global Air Traffic Management (GATM) is based upon evolving Communication, Navigation and Surveillance (CNS) and Free Flight concepts and requirements. Key elements of its architecture are Dual MMR (Multi-Mode Receiver), Dual CMU (Communications Management Unit), Communication Data links (HF, VHF, SATCOM), and associated avionics components and wiring. Communications upgrades include a data link to augment/replace voice communications. The navigation capabilities include a fully integrated GPS and an advanced flight management system. The surveillance capabilities include automatic aircraft position reporting (both enroute and oceanic). Prototype aircraft delivery scheduled for 3QFY03 which will increase the total number of modified aircraft to 35. Delivery of Kitproof aircraft scheduled for 4QFY03. FY01 engineering effort includes development of 1 Weapon System Trainer (WST) simulator and 1 Cockpit Procedural Trainers (CPT). HQ AMC requirement to modify entire fleet of 59.

Aircraft Breakdown: Active 34, Reserve 0, ANG 0

Development Status

Contract Award 2Q/FY00.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		36.4		18.2		22.8		10.6		2.4		
PROCUREMENT (3010)												
INSTALL KITS			1	1.0	2	1.2	2	1.3	5	3.2	15	9.4
KITS NONRECUR EQUIPMENT			[1]	1.9	[2]	3.6	[2]	3.4	[5]	8.6	[15]	26.0
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER			[2]	15.3		6.5					[1]	4.7
SUPPORT-EQUIP				0.1								
INITIAL SPARES												
OGC		0.6		2.1		1.1		0.2		0.0		0.1
AWAITING BTR												
INSTALLATION OF HARDWARE												
FY-01 1 KITS							[1]	1.1				
FY-02 2 KITS							[2]	2.2				
FY-03 2 KITS									[2]	2.3		
FY-04 5 KITS											[5]	5.9
FY-05 15 KITS												
FY-06 9 KITS												
TOTAL INSTALL							3	3.3	2	2.3	5	5.9
TOTAL COST (BP-1100)			1	20.5	2	12.5	2	8.2	5	14.1	15	46.1

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: KC-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: KC-10 Class P
 PE 0401219F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

These funds pay for Service Bulletins (SBs), Airworthiness Directives (ADs), and All Operator Letters (AOLs) issued to correct identified deficiencies, provide product improvements, and incorporate aging aircraft and FAA certification requirements. The current major requirements include the revision of the exterior position, formation, and director lighting system; main landing gear trunnion bolt replacement; installation of bonding straps on extended wing-to-fuselage fillets; and the replacement of inboard flap track fasteners and pins on the trailing edge of the wings.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		27.9		4.0		3.2		1.5		1.0		0.7
INITIAL SPARES												
TOTAL COST (BP-1100)		27.9		4.0		3.2		1.5		1.0		0.7
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.0		1.7				41.2
INITIAL SPARES								
TOTAL COST (BP-1100)		1.0		1.7				41.2

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SIMULATOR UPGRADE (KC-10) MN-SIM-10
 Models of Aircraft Affected: KC-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: KC-10 Class P
 PE 0401897F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

The KC-10 Aircrew Training Devices (ATDs) consist of : 4 Weapons System Trainers (WSTs), 2 low fidelity Cockpit Procedural Trainers (CPT), and 2 Boom Operator Trainers (BOTs). The current upgrade efforts are intended to vastly improve the quality of training to meet current Federal Aviation Administration (FAA) 120-40-13 Level C or equivalent standards. This will allow AMC to move flying proficiency training from the aircraft to the ATDs. To accomplish this objective it is necessary to upgrade all ATD platforms, to include WST fidelity and upgrade of the BOTs. The WSTs are to receive a new articulated Visual Upgrade Effort (VUE), and all devices brought into a common configuration/common baseline. To install the four VUE Kits (Equipment Line FY99-01) the hardware of each WST must be brought into common configuration, which is accomplished by using the Refurbishment Kit of Parts (RKOP) see Sim/Trainer Line FY99-03. \$13.71M in FY02 is planned and fully executable for the RKOP purchases for WST 1, 2, and 4. Installation will occur during VUE Installation and Integration (I&I). Distributed Mission Training (DMT) link up of WST 2 and 4 and the BOT at Travis AFB. Pre-installation of hardware (to minimize downtime) of WST 1, 2, and 4. Cost increase in VUE I&I for WST 2, driven by the difference between budget ROM and actual proposal plus non-recurring engineering costs due to the schedule slip of GATM. Cost increase of VUE I&I for WST 1, driven by the difference between the budget ROM and the actual proposal. Spares for the RKOP is also a planned element. Estimated shortfall is \$3.812 for FY02. Result of shortfall: 1. DMT link-up for WST 2 and 4 with the BOT at Travis AFB will be slipped and re-prioritized when funding is available. 2. Cost increase of VUE I&I on WST 4. \$9.872M in FY03 is planned and fully executable for upgrading the CPT prototype I&I of kit furnished by the Global Air Traffic Management (GATM) program. DMT link up of WST 2 and 4 at Travis AFB with the BOT. RKOP spares. Cost increase of the VUE I&I for WST 4, driven by the difference between the budget ROM and the actual proposal and spares for the CPT. Estimated shortfall is \$6.21 for FY03. Result of shortfall: 1. DMT final completion requirements/schedules will need to be slipped and 2. Specific KC-10 ATS modifications/upgrades re-prioritized. This program supports AMC CMNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 (FY97-99), PMD 2346(3)41219F.

Aircraft Breakdown: Active 6, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	3	5.0	1	2.5								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[12]	20.8	[1]	3.9	[1]	3.9						
SUPPORT-EQUIP												
OGC		0.1										
TRAINER PECULIAR		0.4		0.8		6.7		0.6		6.4		

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-98 1 KITS	[2]	3.7										
FY-99 1 KITS	[1]	2.5										
FY-00 1 KITS			[1]	0.6								
FY-01 1 KITS					[2]	3.1						
FY-03 0 KITS							[2]	3.1				
TOTAL INSTALL	3	6.1	1	0.6	2	3.1	2	3.1				
TOTAL COST (BP-1100)	3	32.4	1	7.8		13.7		3.7		6.4		

(Totals may not add due to rounding)

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-12				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$1.430	\$0.404	\$0.400	\$11.104	\$20.276	\$0.434	\$0.446	

This line item funds modifications to the C-12 aircraft, commercial equivalent Beech Craft Super King Air. The C-12 is a twin-turboprop, support-airlift aircraft used to transport cargo and passengers. Modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3149F	FLIGHT DATA RECORDER	0.1								11.9
	6140	ELECTRONIC FLIGHT IN				10.7	19.9				30.6
	99999S	SERVICE BULLETINS	0.1	0.3	0.3	0.3	0.3	0.3	0.3		3.0
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.3
	TAWS	TERRAIN AWARENESS	1.3								6.5
TOTAL FOR CLASS P			1.6	0.4	0.4	11.1	20.3	0.4	0.4	0.0	54.3
TOTAL FOR AIRCRAFT C-12			1.6	0.4	0.4	11.1	20.3	0.4	0.4	0.0	54.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 44	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-12

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-12 Class P
PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety Terrain Awareness & Warning Sys (TAWS) mod (formerly called Enhanced Ground Proximity Warning System (EGPWS)), has been plussed-up by the FY00 Congressional Appropriations Committee. TAWS will install the equipment to provide ground warnings, terrain display, and terrain data base look ahead protection. TAWS prototypes are required for C-12C/D, F, and J. Prototype installation costs are included in the kit cost IAW contractor practices. Global Positioning System (GPS) is required prior to or in conjunction with TAWS. FY99 funds used for C/D prototype. FY00 funds placed on contract Apr 00 for F model prototype, Jul 00 for C/D kitproof, Aug 00 for J model prototype, and Sep 00 for F model kit proof. Note: Fleet size changed from 31 to 26 (excessing two aircraft in FY99 (AETC) and two in FY00 (DSCA & DIA), four in FY01, plans to excess one in FY02, and added four Edwards AFB aircraft Aug 01). The FY99 and 4 of the FY00 kits are prototypes and kit proof and their install dollars are included in the kits nonrecurring line.

This modification has been incorporated in the Electronic Flight Instrumentation System (EFIS).

Aircraft Breakdown: Active 26, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR	5	3.2										
EQUIPMENT												
EQUIP	[5]	0.8										
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.1		0.0								
OTHER		1.0		1.3								
INSTALLATION OF HARDWARE												
FY-99 1 KITS			[1]									
FY-00 4 KITS					[4]							
TOTAL INSTALL			1		4							
TOTAL COST (BP-1100)	5	5.2		1.3								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							5	3.2
EQUIPMENT								
EQUIP NONREC							[5]	0.8
CHANGE ORDERS								
DATA								0.0
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.1
OTHER								2.3
INSTALLATION OF HARDWARE								
FY-99 1 KITS							[1]	
FY-00 4 KITS							[4]	
TOTAL INSTALL							5	
TOTAL COST (BP-1100)							5	6.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	12/99	04/00				10/04	10/05
Delivery Date (Month/CY)	12/00	05/02				04/05	04/06

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input								1					1	2	1													
Output									1				1	2	1													

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-18			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$0.324	\$0.814	\$0.800	\$0.808	\$0.824	\$0.868	\$0.893

This line item funds modifications to the C-18 aircraft. The C-18, a modified Boeing 707, is a long-range, four engine, jet transport aircraft. The C-18 is used to support space and missile missions. The overall goal of modifications budgeted in FY03 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS		0.7	0.7	0.7	0.7	0.8	0.8		4.8
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		6.1
	Z88888	REPROGRAMMINGS	0.3								0.1
TOTAL FOR CLASS P			0.4	0.8	0.8	0.8	0.8	0.9	0.9	0.0	11.0
TOTAL FOR AIRCRAFT C-18			0.4	0.8	0.8	0.8	0.8	0.9	0.9	0.0	11.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 45	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-18

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-18 Class P
 PE 0401314F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

C-18 is an FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.4			0.7		0.7		0.7			0.7
TOTAL COST (BP-1100)		0.4			0.7		0.7		0.7			0.7
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.8		0.8				4.8
TOTAL COST (BP-1100)		0.8		0.8				4.8

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-20				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$5.188	\$0.622	\$0.828	\$0.470	\$0.480	\$0.504	\$0.519	

This line item funds modifications to the C-20 aircraft, commercial equivalent Gulfstream III/IV. The C-20 aircraft is a twin-engine, turbofan aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The modifications in FY03 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below. In FY02, C-20B program received \$ 12.8M as part of the Defense Emergency Relief Fund (DERF). Funding was used to upgrade passenger communications equipment in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P	99999S	SERVICE BULLETINS	0.1	0.4	0.6	0.4	0.4	0.4	0.4		4.3
	99999X	LOW COST MODIFICATI	0.4	0.2	0.2	0.1	0.1	0.1	0.1		5.5
	Z88888	REPROGRAMMINGS	4.8								5.6
TOTAL FOR CLASS P			5.3	0.6	0.8	0.5	0.5	0.5	0.5	0.0	15.4
TOTAL FOR AIRCRAFT C-20			5.3	0.6	0.8	0.5	0.5	0.5	0.5	0.0	15.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 46	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-20

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-20 Class P
 PE 0401314F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

C-20 is a FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
AIRCRAFT		1.6		0.0		0.4		0.6		0.4		0.4
TOTAL COST (BP-1100)		1.6		0.0		0.4		0.6		0.4		0.4
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES								
AIRCRAFT		0.4		0.4				4.3
TOTAL COST (BP-1100)		0.4		0.4				4.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: VC-25A			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$1.442	\$13.886	\$12.171	\$2.873	\$0.958	\$1.010	\$1.038

This line item funds modifications to the VC-25 aircraft. The VC-25, a Boeing 747-200B, is a four engine long-range aircraft used for presidential support. FY03 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification in FY03 is Global Air Traffic Management (GATM). The specific modifications budgeted and programmed are listed below. In FY02, VC-25A received \$74M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim direct broadcast service (receive only) capability on one aircraft, interim high speed transfer and direct broadcast service capability on the second aircraft, and initiate infrastructure and data distribution systems upgrades in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total. In FY03, VC-25 anticipates receiving \$ 68. 0 M from the Cost of War Transfer Account. These funds are not included in the FY03 Air Force baseline. Funding will be used to install passenger information and lighting system and passenger data system upgrades to one VC-25 presidential support aircraft.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	9709	GLOBAL AIR TRAFFIC M		11.4	11.1	1.8					40.4
	99999S	SERVICE BULLETINS	0.6	0.8	0.8	0.8	0.8	0.9			15.2
	99999X	LOW COST MODIFICATI	0.8	1.7	0.3	0.3	0.1	0.1	1.0		6.2
TOTAL FOR CLASS P			1.4	13.9	12.2	2.9	1.0	1.0	1.0	0.0	61.7
TOTAL FOR AIRCRAFT C-25			1.4	13.9	12.2	2.9	1.0	1.0	1.0	0.0	61.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: VC-25A

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-25 Class P
PE 0401314F Team MOBIL

Description/Justification

This Global Air Traffic Management (GATM) modification will be accomplished in multiple phases. Phase I will install the basic software and obtain FAA certification required for Future Air Navigation System (FANS)-1 flights. Phase I will be incorporated with the GPS/FMS modification. The Boeing software will be rewritten and adapted for a 747-200 aircraft. The FANS-1 Boeing system will allow AF-1 to navigate on Required Navigation Performance (RNP) routes worldwide. Phase II will install the High Frequency Data Link (HFDDL), 3rd INMARSAT, dual Communication Management Units (CMUs), Flight Management System (FMS) software upgrade, enhanced Airborne Collision Avoidance System (ACAS), 4 High Frequency Automatic Linkage Establishments (HF/ALE) in the Mission Communications System (MCS) and Multi-Mode Receivers (MMR) required by GATM to provide the aircraft with the required landing capability. These modifications will be accomplished concurrently with depot maintenance input cycles to provide additional aircraft availability.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	1.0					1	1.5				
KITS NONRECUR		7.6										
EQUIPMENT	[1]	4.9					[1]	5.9				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						1.9		1.0				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.1		0.1		0.1		
TRAINING						0.6		0.3				
FAA CERTIFICATION						1.9						
OTHER						4.8						
SOFTWARE NONREC		2.6				2.2		0.5				
INSTALLATION OF HARDWARE												
FY-00 1 KITS								[1]	1.9			
FY-03 1 KITS										[1]	1.7	
TOTAL INSTALL								1	1.9	1	1.7	
TOTAL COST (BP-1100)	1	16.1				11.4		1	11.1		1.8	

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	2.5
KITS NONRECUR								7.6
EQUIPMENT							[2]	10.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.9
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.2
TRAINING								0.9
FAA CERTIFICATION								1.9
OTHER								4.8
SOFTWARE NONREC								5.3
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	1.9
FY-03 1 KITS							[1]	1.7
TOTAL INSTALL							2	3.6
TOTAL COST (BP-1100)							2	40.4

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)					02/02	12/02	
Delivery Date (Month/CY)					02/03	12/03	

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: VC-25A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-25 Class P
 PE 0401314F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

Service bulletins affect safety, product improvement, maintenance and reliability and are issued to correct FAA identified deficiencies. Increase in Service Bulletins in FY98 was due to VHF 8.33 radios and Protected-Instrument Landing System (P-ILS) Service Bulletins for European operations. Increased funding in FY99 of \$2.7M was for Fuel Quantity Indicator System (FQIS) modification which was approved via MN 9330.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
SVC BULLETINS		10.5		0.6		0.8		0.8		0.8		0.8
TOTAL COST (BP-1100)		10.5		0.6		0.8		0.8		0.8		0.8

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES								
(EXEMPT)								
SVC BULLETINS		0.9						15.2
TOTAL COST (BP-1100)		0.9						15.2
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: VC-25A

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-25 Class P
 PE 0401314F Team MOBIL

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
AIRCRAFT		1.8		0.8		1.7		0.3		0.3		0.1
TOTAL COST (BP-1100)		1.8		0.8		1.7		0.3		0.3		0.1
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES								
(EXEMPT)								
AIRCRAFT		0.1		1.0				6.2
TOTAL COST (BP-1100)		0.1		1.0				6.2

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-99
 Contract Date (Month/CY)
 Delivery Date (Month/CY)

Installation Schedule

FY-99
 Quarters 1 2 3 4
 Input
 Output

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$90.702	\$65.531	\$138.533	\$174.002	\$369.078	\$303.941	\$469.238	

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY03 are the Large Aircraft Infr and Aerospace Rescue. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.1	0.1	0.1	0.1	0.1	0.1	5.7	6.3
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.1	0.1	0.1	5.7	6.3
P	_1701	C-130J Block 6.0 Upgrade				5.3	44.0	42.0	31.5		122.8
	_2622	C-130J Low Cost Mods				5.0	19.8	3.9	15.2		43.9
	_6298	C-130J Block 6.1 Upgrade						1.5	18.5		20.0
	17605B	AUTOPILOT/GCAS	9.3	13.4	4.9	3.4	1.6				262.0
	18600B	ELECTRICAL SYSTEM U	4.8	5.4	5.7	4.3					103.9
	18603B	FUEL QTY SYS UPGRAD	1.8	1.7							17.8
	3149	INSTL OF SOLID-STATE	0.3								5.3
	3353	HF AUTO COMM PROCE	0.1								48.6
	3455	AIRLIFT DEFENSIVE SY	5.7	3.9	0.3						115.2
	3587	MICROWAVE LANDING	0.1								34.7
	6040	ENGINES	5.9	0.8		2.1	6.2	5.7	5.8		28.0
	8109	ARMOR PLATING	2.5	1.1							9.2
	8220	ALR-69 (RWR)	1.4	1.6	15.6	13.8	15.3	35.3	34.5	106.3	270.3
	8385	AN/AAQ-22M (FLIR)	3.1								9.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$90.702	\$65.531	\$138.533	\$174.002	\$369.078	\$303.941	\$469.238	

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY03 are the Large Aircraft Infr and Aerospace Rescue. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST	TOTAL
										TO GO	PROG.
	8424	AEROSPACE RESCUE A	1.1	2.4	19.8	32.4	32.6	10.6			116.6
	8448	BLEED AIR DUCT REPL	1.8	1.0	0.5						7.4
	8455	INSTALLATION OF AN/A	2.6	8.4	0.1	0.1					29.3
	8517	C-130 AVIONICS MODER					108.7	136.3	216.1	2,906.4	3,369.8
	8520	NVIS	0.7	0.5							4.1
	8526	ENHANCED TCAS (TCA	24.4	2.7	18.4	38.1	26.5				161.8
	8553	EMERGENCY ESSENTIA	0.3								0.8
	8558	INSTALLATION OF 3 RE	0.1								0.5
	8561	SYNCHROPHASER WIR	4.8	7.3	4.5	2.6	2.5				22.9
	8562	C-130 GENERATOR DIS	1.3	2.5	1.7						6.5
	8577	ALE-47 CHAFF AND FLA	1.2	4.4	16.5	1.6					23.7
	8591	ALR-69 UPGRADE				10.3	10.9	11.4	11.8		44.4
	8626	C-130 SIMULATOR UPG	4.5	3.7	2.5	7.8					25.7
	8629	LARGE AIRCRAFT INFR			25.8	32.8	58.4	5.8	68.3		191.1
	8651	AAR-47 SENSOR UPGR		0.6	7.9	5.6	5.0				19.1
	8662	AETC MTD UPGRADES-					3.4				3.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$90.702	\$65.531	\$138.533	\$174.002	\$369.078	\$303.941	\$469.238

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY03 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY03 are the Large Aircraft Infr and Aerospace Rescue. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	8676	DUAL VHF RADIOS ON 3	2.0	0.4							2.4
	8677	HC-130P/N UNIVERSAL					17.2	21.1	29.0		67.3
	9119	ARC-222 RADIOS			4.5						4.5
	99999M	MISC SIMULATOR UPDA		0.1	0.1	0.1	0.1	0.1	0.1	5.7	5.7
	99999S	SERVICE BULLETINS		0.1	0.3	0.1	0.1	0.1	0.1	5.7	6.4
	99999X	LOW COST MODIFICATI	1.9	1.9	0.1	0.1	1.2	0.1	0.1	5.7	15.1
	CWREPL	SYSTEMS/STRUCTURE					12.3	26.6	34.9	116.8	190.7
	DC101	FM IMMUNITY	1.1								7.5
	SCOUT	ANG SENIOR SCOUT			9.2	8.6	3.4	3.4	3.5		28.1
	Z88888	REPROGRAMMINGS	7.9	1.7							16.9
TOTAL FOR CLASS P			90.8	65.6	138.5	174.1	369.2	304.0	469.3	3,146.7	5,462.4
TOTAL FOR AIRCRAFT C-130			90.8	65.7	138.6	174.2	369.3	304.1	469.4	3,152.4	5,468.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 3	
--	-------------------------------	---------------	--

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS	620	27.7											
KITS NONRECUR	11	8.4											
EQUIPMENT	[620]	75.4											
EQUIP	[11]	37.8											
NONREC													
CHANGE ORDERS		6.3		0.5									
DATA		9.2		1.9			0.1		1.5				
SIM/TRAINER	[16]	7.8											
SUPPORT-EQUIP		6.4											
OGC		0.0											
SOFTWARE		7.3											
WARRANTY		2.5											
FLT TEST		0.9		0.0									
T.O. Printing		0.1				0.1							
TRAINING		0.2											
ICS				0.3		0.3							
OTHER REPROG				0.1		5.7							
PMA		6.7		1.1		1.0							
INSTALLATION OF HARDWARE													
FY-92 1 KITS	[1]	0.0											
FY-94 111 KITS	[111]	5.0											
FY-96 148 KITS	[148]	14.2											
FY-97 116 KITS	[116]	8.8											
FY-98 65 KITS	[64]	3.7		[1]									
FY-99 79 KITS	[17]	0.8		[62]	4.6								
FY-00 111 KITS				[11]	0.9	[45]	6.4	[30]	4.9	[6]	1.9	[6]	1.6
TOTAL INSTALL	457	32.5	74	5.5	45	6.4	30	4.9	6	1.9	6	1.6	
TOTAL COST (BP-1100)	631	229.2		9.3		13.4		4.9		3.4		1.6	

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							620	27.7
KITS NONRECUR							11	8.4
EQUIPMENT							[620]	75.4
EQUIP NONREC							[11]	37.8
CHANGE ORDERS								6.8
DATA								12.7
SIM/TRAINER							[16]	7.8
SUPPORT-EQUIP								6.4
OGC								0.0
SOFTWARE								7.3
WARRANTY								2.5
FLT TEST								0.9
T.O. Printing								0.2
TRAINING								0.2
ICS								0.5
OTHER REPROG								5.8
PMA								8.9
INSTALLATION OF HARDWARE								
FY-92 1 KITS							[1]	0.0
FY-94 111 KITS							[111]	5.0
FY-96 148 KITS							[148]	14.2
FY-97 116 KITS							[116]	8.8
FY-98 65 KITS							[65]	3.7
FY-99 79 KITS							[79]	5.4
FY-00 111 KITS							[98]	15.7
TOTAL INSTALL							618	52.8
TOTAL COST (BP-1100)							631	262.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	06/92		09/94		06/96	03/97	06/98	01/99	12/99					
Delivery Date (Month/CY)	06/94		06/95		06/97	03/98	06/99	01/00	12/00					

Installation Schedule

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	1	8	8	8	7	16	17	16	17	10	10	10	10	11	18	17	18	17	38	38	34	33	33				
Output									1	1	8	8	8	7	16	17	16	17	10	10	10	10	11	18	17	18	17	38	38	34	33	33				
	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>															
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	26	26	26	26	18	18	19	19	11	11	11	12	8	8	7	7		2	2	2	2	2	2	2												
Output	26	26	26	26	18	18	19	19	11	11	11	12	8	8	7	7		2	2	2	2	2	2	2												

02/13/2002
 FY 2003 PBR
 Modification Title and No: ELECTRICAL SYSTEM UPGRADE MN-18600B
 Models of Aircraft Affected: C-130E/H/N/P/U

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

This mod upgrades the C-130 electrical power system that was designed in the 1950's. Modern avionic systems are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The C-130 will continue to be a viable part of the airlift forces into the next century and will need 'clean' electrical power for new avionics systems to operate properly and reliably. FY00 kits will be phase delivered. PMD 2264(2). AFSOC: 4E's, ACC: 1E, 7 ECE's, 14 ECH's, 9HCP's AETC: 45E's AFMC: 1EH's, 1NH's AFRC: 30E's, 55H's, 4HN's, 4HP's, 10WH's AMC: 45E's, 29H's ANG: 64E's, 104H's, 3HN's, 7HP's, 4LH's PACAF: 18H's. Total buy was 437; revised installation total is 396 based HQ AMC decision to not modify C-130E aircraft scheduled retirement.

Aircraft Breakdown: Active 128, Reserve 115, ANG 153

Development Status

N/A..

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	433	58.6										
KITS NONRECUR	4	2.6										
EQUIPMENT	[257]	6.3										
EQUIP												
NONREC												
CHANGE ORDERS				3.1		3.9		2.1		0.1		
DATA		2.7		0.2		0.2				0.8		
SIM/TRAINER												
SUPPORT-EQUIP		0.1										
FLIGHT TEST		0.1										
REFURB						0.7						
WARRANTY												
OGC		2.9		0.0		0.7						
OTHER												
PMA				0.6								
INSTALLATION OF HARDWARE												
FY-92 2 KITS	[2]	0.1										
FY-93 2 KITS	[2]	0.1										
FY-94 62 KITS	[62]	2.2										
FY-95 22 KITS	[22]	1.0										
FY-96 42 KITS	[42]	2.4										
FY-97 54 KITS	[54]	4.0										
FY-99 73 KITS	[9]	0.7	[28]	0.9			[36]	1.4				
FY-00 180 KITS							[53]	2.1	[86]	3.3		
TOTAL INSTALL	193	10.4	28	0.9			89	3.6	86	3.3		
TOTAL COST (BP-1100)	437	83.7		4.8		5.4		5.7		4.3		

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							433	58.6
KITS NONRECUR							4	2.6
EQUIPMENT							[257]	6.3
EQUIP NONREC								
CHANGE ORDERS								9.3
DATA								3.9
SIM/TRAINER								
SUPPORT-EQUIP								0.1
FLIGHT TEST								0.1
REFURB								0.7
WARRANTY								
OGC								3.6
OTHER								
PMA								0.6
INSTALLATION OF HARDWARE								
FY-92 2 KITS							[2]	0.1
FY-93 2 KITS							[2]	0.1
FY-94 62 KITS							[62]	2.2
FY-95 22 KITS							[22]	1.0
FY-96 42 KITS							[42]	2.4
FY-97 54 KITS							[54]	4.0
FY-99 73 KITS							[73]	3.0
FY-00 180 KITS							[139]	5.5
TOTAL INSTALL							396	18.1
TOTAL COST (BP-1100)							437	103.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	06/94	06/94	06/95	06/96	12/96			12/98	12/99	12/00	12/01	12/02	12/03
Delivery Date (Month/CY)	06/95	06/95	06/96	06/97	12/97			12/99	12/00	12/01	12/02	12/03	12/04

Installation Schedule

Quarters	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																	1	1			1	1	9	9	1	1	9	9	20	20	20	20

Installation Schedule Continued

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	20	20	21	21	28								22	22	22	23	21	21	22	22	
Output	20	20	21	21	28								22	22	22	23	21	21	22	22	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: FUEL QTY SYS UPGRADE ON C-130H MN-18603B
Models of Aircraft Affected: EC-130H/C130H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Modification upgrades the fuel quantity system on early (FY73-74) E/C-130H aircraft by installing externally mounted fuel probes. These are the same probes installed on the later H-model aircraft, so no new development is required. Installation of the external probes is accomplished by installation of a new outer wing (when available from retiring E-models) which already have external probes. 12 EC-130H are also receiving digital fuel quantity indicators. Modification decreases maintenance hours approximately 90 hours per probe due to improved accessibility and increases MTBF of the fuel indicators to 3500 hours. PMD 2265(4), Appendix M. ACC: 12 ECH Compass Call; AMC: 29 H-1, 1 Prototype (H1 Wing); PACAF: 18 H-1

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	45	2.6	8	0.0	6	0.0						
KITS NONRECUR	1	0.9										
EQUIPMENT	[45]	2.3	[8]	0.0	[6]	0.0						
EQUIP	[1]	0.1										
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER												
SUPPORT-EQUIP												
SHIPPING FIXTURES		0.4		0.1		0.0						
OGC		0.2										
INSTALLATION OF HARDWARE												
FY-92 3 KITS	[3]	0.3										
FY-93 11 KITS	[11]	2.6										
FY-94 20 KITS	[20]	4.3										
FY-99 7 KITS	[4]	0.7	[3]	0.5								
FY-00 5 KITS			[3]	0.5	[2]	0.3						
FY-01 8 KITS			[4]	0.7	[4]	0.6						
FY-02 6 KITS					[6]	0.6						
TOTAL INSTALL	38	7.8	10	1.7	12	1.6						
TOTAL COST (BP-1100)	46	14.3	8	1.8	6	1.7						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

Models of Aircraft Affected: C-130, E, H, N/P, EC-130

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

The C-130 users has a long standing mission need for Airlift Defensive Systems (ADS) which will improve aircrew survivability. The ADS consists of a missile warning system (MWS) and a flare and chaff dispenser. Numerous aircraft configurations have resulted in the production of several kit types whose hardware and installation costs vary significantly. FY99/00 kits procured and some kits showing installation before delivery date, therefore, causing total installation time to take five quarters. The reason for this deviation is because a portion of these kits are smaller conversion kits used to convert AFRC acft from ALE-40 to ALE-47. Lead time and install time is very short compared to the full up kits. The 24-month lead time is based on the long-lead time for full up kits. Conversion/upgrade kits cost significantly less than the full-up kits. FY97 retrofit dollars is for additional hardware to retrofit 17 Snow Storm aircraft using full up ADS kits. FY99-00 Change order: fleet wide processor upgrade for AAR-47. HQ AMC/XR directed the SPO not to purchase 6 B kits in FY 00 for ANG aircraft as those kits would be pulled off of retiring ANG aircraft and installed on those aircraft remaining in the inventory.

PMD: 9246 (2) CMNS directed installation of the ALQ-131 pod and pylons on 19 C-130E (AWADS) and 10 AFRC C-130H aircraft. All ALQ-131 installs occurred in FY96/1. Initial kits for the program were accomplished under a CMNS for the 29 aircraft mentioned above. Follow-on full-up kit required longer lead time.

Funding was transferred from the ADS program for the commodity upgrade for the AAR-47 and placed on the AAR-47 Sensor Upgrade P3A MN-8651.

Aircraft Breakdown: Active 166, Reserve 113, ANG 153

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.3										
PROCUREMENT (3010)												
INSTALL KITS	429	15.7										
KITS NONRECUR	[1]	3.1										
EQUIPMENT	[423]	51.6										
EQUIP	[1]	0.1										
NONREC												
CHANGE ORDERS		2.5										
DATA		2.0										
SIM/TRAINER	[11]	0.3										
SUPPORT-EQUIP		6.8										
FLIGHT TEST		0.4										
OGC		2.0		0.3				0.3				
KIT REPLENISHMENT												
RETROFIT	[17]	1.0										
AWAITING BTR												
T.O. Printing		0.3		0.1								

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-92 18 KITS	[18]	1.7										
FY-93 30 KITS	[30]	2.2										
FY-94 102 KITS	[102]	6.1										
FY-95 8 KITS	[8]	0.5										
FY-96 12 KITS	[12]	1.3										
FY-97 81 KITS	[64]	4.6	[17]	0.7								
FY-98 46 KITS	[46]	2.4										
FY-99 81 KITS	[25]	0.7	[56]	4.3								
FY-00 51 KITS			[8]	0.3	[43]	3.9						
TOTAL INSTALL	305	19.5	81	5.4	43	3.9						
TOTAL COST (BP-1100)	429	105.3		5.7		3.9		0.3				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				1.9		0.2		2.3
PROCUREMENT (3010)								
INSTALL KITS							429	15.7
KITS NONRECUR							[1]	3.1
EQUIPMENT							[423]	51.6
EQUIP NONREC							[1]	0.1
CHANGE ORDERS								2.5
DATA								2.0
SIM/TRAINER							[11]	0.3
SUPPORT-EQUIP								6.8
FLIGHT TEST								0.4
OGC								2.6
KIT REPLENISHMENT								
RETROFIT							[17]	1.0
AWAITING BTR								
T.O. Printing								0.4
INSTALLATION OF HARDWARE								
FY-92 18 KITS							[18]	1.7
FY-93 30 KITS							[30]	2.2
FY-94 102 KITS							[102]	6.1
FY-95 8 KITS							[8]	0.5
FY-96 12 KITS							[12]	1.3
FY-97 81 KITS							[81]	5.3
FY-98 46 KITS							[46]	2.4
FY-99 81 KITS							[81]	5.1
FY-00 51 KITS							[51]	4.2
TOTAL INSTALL							429	28.7
TOTAL COST (BP-1100)							429	115.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	03/92	12/92	12/93	09/95	06/97	06/97	12/97	12/98	12/99	12/00	
Delivery Date (Month/CY)	12/92	12/93	12/94	03/96	12/97	06/98	12/99	12/00	12/01	12/02	

Installation Schedule

Quarters	<u>FY-92</u>			<u>FY-93</u>			<u>FY-94</u>			<u>FY-95</u>			<u>FY-96</u>			<u>FY-97</u>			<u>FY-98</u>			<u>FY-99</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input				3	5	5	5	8	8	7	7	12	12	12	13	24	5					6	6	6	6	17	17	16	16
Output				3	5	5	5	8	8	7	7	12	12	12	13	24	5					6	6	6	6	17	17	16	16

Installation Schedule Continued

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	
Input	23	22	22	22	20	20	20	21	11	11	21		
Output	23	22	22	22	20	20	21	11	11	21			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: ENGINES MN-6040
Models of Aircraft Affected: C-130H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: SA-ALC Kelly AFB, San Antonio, TX

Description/Justification

This program converts T56-7 and T56-14C engines to T56-15 engines. The result will be a significant increase in engine performance and reliability. Four QEC configurations are involved: basic-15 configuration with and without oil cooler augmentation; and SOF-15 configuration with 60/90 KVA generator with and without oil cooler augmentation. Based on future contract award, per engine cost and quantity to be adjusted accordingly. Group A and Group B are not equal in all fiscal years because the 10 ANG T56-14C engines that were recently incorporated into this modification program already have the required engine kits, therefore, Group A (QECs) quantity will be 65ea. Leadtime and delivery date is based on receipt of the engine kits. Schedule shows early input because QEC kits will be brought in early for overhaul. QEC modification kits will be installed as they are received. When engine kits are received, QEC and engine kits will be installed/integrated together to produce ready for install (RFI) engines to be delivered to C-130H units.

Aircraft Breakdown: Active 20, Reserve 13, ANG 17

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	1.5	20	5.9							10	1.8
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER									2.1	[10]		4.2
SUPPORT-EQUIP AWAITING BTR OGC		0.0										0.1
INSTALLATION OF HARDWARE												
FY-00 10 KITS			[10]	0.0								
FY-01 20 KITS					[20]	0.8						
FY-05 10 KITS											[10]	0.1
FY-06 5 KITS												
FY-07 5 KITS												
TOTAL INSTALL			10	0.0	20	0.8					10	0.1
TOTAL COST (BP-1100)	10	1.5	20	5.9		0.8			2.1		10	6.2
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	5	1.9	5	1.9			50	13.1
KITS NONRECUR								
EQUIPMENT	[5]	3.7	[5]	3.8			[20]	13.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.1
AWAITING BTR								
OGC								
INSTALLATION OF HARDWARE								
FY-00 10 KITS							[10]	0.0
FY-01 20 KITS							[20]	0.8
FY-05 10 KITS							[10]	0.1
FY-06 5 KITS	[5]	0.1					[5]	0.1
FY-07 5 KITS			[5]	0.1			[5]	0.1
TOTAL INSTALL	5	0.1	5	0.1			50	1.1
TOTAL COST (BP-1100)	5	5.7	5	5.8			50	28.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	06/00	06/01	10/01	10/02	10/03	10/04	10/05	10/06
Delivery Date (Month/CY)	11/00	09/01	01/02	01/03	01/04	01/05	01/06	01/07

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input					3	2	3	2	5	5	5	5									3	2	3	2					3	2			3	2		
Output					3	2	3	2	5	5	5	5									3	2	3	2					3	2			3	2		

02/13/2002
 FY 2003 PBR
 Modification Title and No: ARMOR PLATING MN-8109
 Models of Aircraft Affected: C-130E, HC-130

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Initial program installed armor plating on aircraft for protection from small arms fire during execution of Provide Promise. FY97 add-on equipped HC-130 aircraft with armor. This armor was needed in support of operation Southern Watch (OSW).

This mod was not originally funded in the FY01 PBR for FY01 and FY02; approval to restart this mod program in FY01 was requested and received via letters of notification to the four congressional committees.

Aircraft Breakdown: Active 69, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	45	5.4	16	2.5	8	1.1						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TESTING		0.2										
INSTALLATION OF H	[45]		[16]		[8]							
TOTAL COST (BP-1100)	45		16	2.5	8	1.1						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							69	9.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TESTING								0.2
INSTALLATION OF H							[69]	
TOTAL COST (BP-1100)	<hr/>						69	9.2

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months

Follow-On Lead Time: 2 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	03/93				10/96	06/98			07/01	10/01
Delivery Date (Month/CY)	06/93				12/96	08/98			09/01	12/01

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ALR-69 (RWR) MN-8220
 Models of Aircraft Affected: C-130E/H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

CSAF validated C-MNS implemented by SAF/AQQ 25/2282 Msg PMD. Aircrews flying missions in support of Operation Joint Forge in the Bosnia AOR, are being subjected to an increasing level of electronic threats which need to be modified so not to impact our worldwide airlift mission PMD 2264 (3). Installs Radar Warning Receiver, RWR, on 366 C-130 aircraft. Provides airborne warning of radar directed AAA, Air-Interceptors, and Surface-to-Air threats. Completes C-130 fleet for all aircraft already equipped with Airlift Defensive Systems (ADS). FY95 - ANG provided 2 group B as GFE at no cost to the mod program. Kit unit found Group B assets that belonged to the C-130 RWR program, that's why FY98 and FY99 group B costs are low.

Aircraft Breakdown: Active 122, Reserve 112, ANG 218

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.5			2	0.3	33	2.2	28	1.9	24	1.7
KITS NONRECUR	2	4.1										
EQUIPMENT	[83]	16.2			[3]	1.2	[33]	11.9	[28]	10.4	[24]	9.1
EQUIP	[2]	0.6										
NONREC												
CHANGE ORDERS		2.0		0.1								
DATA		1.9										
SIM/TRAINER	[2]	2.8										
SUPPORT-EQUIP		7.1		1.2			1.3		1.2			1.5
OGC		0.1										
FLT TEST		0.0										
T.O. Printing		0.0		0.0								

Projected Financial Plan Continued

		PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
		<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-94	39 KITS	[39]	3.9										
FY-95	27 KITS	[27]	1.4										
FY-96	16 KITS	[16]	1.5										
FY-98	1 KITS	[1]	0.1										
FY-99	3 KITS	[2]	0.1			[1]	0.1						
FY-00	1 KITS							[1]	0.2				
FY-02	2 KITS									[2]	0.2		
FY-03	33 KITS											[33]	3.0
FY-04	28 KITS												
FY-05	24 KITS												
FY-06	72 KITS												
FY-07	60 KITS												
FY-08	60 KITS												
FY-09	60 KITS												
FY-10	24 KITS												
TOTAL INSTALL		85	7.1			1	0.1	1	0.2	2	0.2	33	3.0
TOTAL COST (BP-1100)		87	46.4		1.4	2	1.6	33	15.6	28	13.8	24	15.3

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	72	5.2	60	4.4	144	11.3	448	31.5
KITS NONRECUR							2	4.1
EQUIPMENT	[72]	26.3	[60]	21.9	[144]	60.0	[447]	157.1
EQUIP NONREC							[2]	0.6
CHANGE ORDERS								2.1
DATA		0.3		2.2				4.3
SIM/TRAINER							[2]	2.8
SUPPORT-EQUIP		1.0		3.6		7.0		24.0
OGC								0.1
FLT TEST								0.0
T.O. Printing								0.0
INSTALLATION OF HARDWARE								
FY-94 39 KITS							[39]	3.9
FY-95 27 KITS							[27]	1.4
FY-96 16 KITS							[16]	1.5
FY-98 1 KITS							[1]	0.1
FY-99 3 KITS							[3]	0.2
FY-00 1 KITS							[1]	0.2
FY-02 2 KITS							[2]	0.2
FY-03 33 KITS							[33]	3.0
FY-04 28 KITS	[28]	2.6					[28]	2.6
FY-05 24 KITS			[24]	2.5			[24]	2.5
FY-06 72 KITS					[72]	7.1	[72]	7.1
FY-07 60 KITS					[60]	6.0	[60]	6.0
FY-08 60 KITS					[60]	6.2	[60]	6.2
FY-09 60 KITS					[60]	6.3	[60]	6.3
FY-10 24 KITS					[24]	2.6	[24]	2.6
TOTAL INSTALL	28	2.6	24	2.5	276	28.1	450	43.6
TOTAL COST (BP-1100)	72	35.3	60	34.5	144	106.3	450	270.3

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 2 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)	04/94	06/95	09/96		06/98					12/02	12/03	12/04	12/05	12/06	12/07
Delivery Date (Month/CY)	06/94	12/95	03/97		12/98					12/04	12/05	12/06	12/07	12/08	12/09
	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>											
Contract Date (Month/CY)	12/08	12/09	12/10												
Delivery Date (Month/CY)	12/10	12/11	12/12												

Installation Schedule

		<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input		1	18							2	4	10	10	10	15	5	1	1	2		1	2	2	1					1				
Output		1	18							2	4	10	10	10	15	5	1	1	2		1	2	2	1							1		
		<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	1				1	1	1	1	1	1	1	8	8	8	9	7	7	7	7	7	6	6	6	6	18	18	18	18	15	15	15	15	
Output		1			1	1	1	1	1	1	8	8	8	9	7	7	7	7	7	6	6	6	6	18	18	18	18	15	15	15	15		
		<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>																							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4																					
Input	15	15	15	15	15	15	15	15	6	6	6	6																					
Output	15	15	15	15	15	15	15	15	6	6	6	6																					

02/13/2002
 FY 2003 PBR
 Modification Title and No: AN/AAQ-22M (FLIR) MN-8385
 Models of Aircraft Affected: HC-130N/P

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Initial program installed Forward Looking Infrared (FLIR) systems, AN/AAQ-22A on 8 each AFRC HC-130N/P in support of drug enforcement program. FY01 Congressional plus-up for ANG aircraft.

Aircraft Breakdown: Active 0, Reserve 8, ANG 2

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	7	0.7										
KITS NONRECUR	1	1.2	2	1.0								
EQUIPMENT	[7]	2.7										
EQUIP	[1]	0.3	[2]	1.5								
NONREC												
CHANGE ORDERS												
DATA		0.1		0.3								
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST		0.0		0.1								
OGC		0.0		0.0								
PMA				0.2								
INSTALLATION OF HARDWARE												
FY-96 8 KITS	[8]	0.8										
FY-01 2 KITS			[2]									
TOTAL INSTALL	8	0.8	2									
TOTAL COST (BP-1100)	8		2	3.1								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							7	0.7
KITS NONRECUR							3	2.3
EQUIPMENT							[7]	2.7
EQUIP NONREC							[3]	1.8
CHANGE ORDERS								
DATA								0.4
SIM/TRAINER								
SUPPORT-EQUIP								
FLIGHT TEST								0.1
OGC								0.0
PMA								0.2
INSTALLATION OF HARDWARE								
FY-96 8 KITS							[8]	0.8
FY-01 2 KITS							[2]	
TOTAL INSTALL							10	0.8
TOTAL COST (BP-1100)							10	9.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	09/96					11/00
Delivery Date (Month/CY)	12/97					05/01

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					2	2	2	2																
Output					2	2	2	2																

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: AEROSPACE RESCUE AND RECOVERY MN-8424
Models of Aircraft Affected: HC130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0207224F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

This Chief of Staff directed program converts 10 C-130 aircraft to a combat rescue (HC-130P) configuration. The program is required to provide adequate HC-130N/P force structure to support world-wide rescue requirements. A contract to convert 1 C-130E was awarded in FY98. An additional C-130E was converted beginning in FY99. The remaining conversions will use WC-130Hs pending aircraft availability. Acquisition strategy will change once we start conversion of the WC's to the HC-130P configuration. There will be one trial install using FY01 money and from then on the program will consist of production installs. Prior acquisition strategy was based on the fact the program didn't know what aircraft model they would convert to the HC-130P configuration. As such each aircraft was considered a trial install with NRE required to resolve MDS and aircraft specific differences. AFRC: 1 E TO HCP, 4 WC to HCP; AETC: 1 E to HCP, 1 WC to HCP; ACC: 3 WC TO HCP

Aircraft Breakdown: Active 8, Reserve 5, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	4.2	4	17.1	3	14.3
KITS NONRECUR	2	8.4					1	9.5				
EQUIPMENT							[1]	2.1	[4]	8.9	[3]	7.6
EQUIP	[2]	6.7					[1]	2.1				
NONREC												
CHANGE ORDERS		0.1										
DATA		0.5			0.9		0.0		0.4			0.8
SIM/TRAINER												
SUPPORT-EQUIP									0.5			0.6
FLIGHT TEST		0.1					0.5		1.4			0.9
OGC		1.8		1.1	1.5		1.5		1.7			0.9
INSTALLATION OF HARDWARE												
FY-98 1 KITS	[1]											
FY-99 1 KITS	[1]											
FY-03 2 KITS							[1]		[1]	2.4		
FY-04 4 KITS											[3]	7.6
FY-05 3 KITS												
TOTAL INSTALL	2						1		1	2.4	3	7.6
TOTAL COST (BP-1100)	2	17.7		1.1	2.4		2	19.8	4	32.4	3	32.6
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							8	35.6
KITS NONRECUR							3	18.0
EQUIPMENT							[8]	18.6
EQUIP NONREC							[3]	8.8
CHANGE ORDERS								0.1
DATA		0.6						3.2
SIM/TRAINER								
SUPPORT-EQUIP								1.0
FLIGHT TEST		0.4						3.3
OGC		0.5						9.0
INSTALLATION OF HARDWARE								
FY-98 1 KITS							[1]	
FY-99 1 KITS							[1]	
FY-03 2 KITS							[2]	2.4
FY-04 4 KITS	[1]	2.0					[4]	9.6
FY-05 3 KITS	[3]	7.1					[3]	7.1
TOTAL INSTALL	4	9.1					11	19.1
TOTAL COST (BP-1100)		10.6					11	116.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		06/98	06/99		05/01	10/01	10/02	10/03	10/04	
Delivery Date (Month/CY)		09/98	08/99		05/02	10/02	10/03	10/04	10/05	

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1				1												1								1
Output															1	1																
Quarters	1	2	3	4	1	2	3	4																								
Input	1	1	1			2																										
Output	1	1	1	1	1			2																								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: BLEED AIR DUCT REPLACEMENT MN-8448
Models of Aircraft Affected: C-130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification is a follow-on bleed air duct replacement. Safety mod T8016S replaced 5 critical ducts. Nov 95 Bleed Air Duct Risk Assessment identified 4 additional ducts which need replacement with inconnel ducts due to potential risk of failure and resulting collateral damage. (Group A only kit buy). This is a non-developmental acquisition. There is no change to duct fit or function. Only the material is changed. AFR: 30 E, 8 ME, 47 H, 10 WH, 4 HN, 4 HP, 5 MP; ANG: 72 E, 8 EE, 93 H, 4 LH, 3 HN, 7 HP; PACAF: 18 H, 13E; USAFE: 19 E; AMC: 49 E, 29 H; ACC: 1 E, 7 EE, 14 EH, 9 HP; AETC: 44 E, 3 MH, 4 MP; AFSOC: 4 E, 6 ME, 8 AH, 21 MH, 19 MP, 12 AU; AFMC: 1 E, 1 NH, 1NE, 1 EH

Aircraft Breakdown: Active 284, Reserve 108, ANG 187

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	505	3.1	74	1.1								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-98 75 KITS	[75]	0.4										
FY-99 123 KITS	[123]	0.6										
FY-00 307 KITS			[307]	0.6								
FY-01 74 KITS					[50]	1.0	[24]	0.5				
TOTAL INSTALL	198	1.0	307	0.6	50	1.0	24	0.5				
TOTAL COST (BP-1100)	505	4.2	74	1.8		1.0		0.5				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							579	4.3
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
INSTALLATION OF HARDWARE								
FY-98 75 KITS							[75]	0.4
FY-99 123 KITS							[123]	0.6
FY-00 307 KITS							[307]	0.6
FY-01 74 KITS							[74]	1.5
TOTAL INSTALL							579	3.1
TOTAL COST (BP-1100)							579	7.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/98	12/98	12/99	12/00		
Delivery Date (Month/CY)	06/99	12/99	12/00	12/01		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					2				28	45	58	65	74	78	80	75	25	15	8	2	15	9		
Output					2				28	45	58	65	74	78	80	75	25	15	8	2	15	9		

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: INSTALLATION OF AN/APN-241 MN-8455
 Models of Aircraft Affected: C-130H, HC130P

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Installation of Northrop/Grumman Low Power Color Radar (AN/APN-241) on 4 ANG LC-130H (FY97), 12 HC-130Ps at Moody AFB, and 6 Tanker Conversion HC-130Ps aircraft (5 active, 1 AFRC). The LC-130Hs are complete. On LC-130Hs, in conjunction with installation of the APN-241, the mod added electronic flight instruments and satellite communications systems. On the Moody AFB HC-130Ps the mod installs the APN-241 and removes the ARD-17 aerial tracker system, the APX-65 interrogator system, and Cook radome, and replaces the Fulton radomes with bullet nose radomes. Program provided interim contract support funds through FY00 as BP11 3010. Funding for ICS transferred to BP16 in FY01-FY04. One trial install in FY99 is required for the HC-130Ps at Moody AFB and one trial install is required for the tanker conversions in FY00.

Aircraft Breakdown: Active 17, Reserve 1, ANG 4

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	12	1.3	2	0.5	2	0.5						
KITS NONRECUR	6	1.2										
EQUIPMENT	[12]	4.9	[2]	0.7	[2]	0.7						
EQUIP	[6]	5.6										
NONREC												
CHANGE ORDERS				0.2		7.0						
DATA		1.0		0.2		0.1	0.1		0.1			
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.7		0.0								
PMA		0.1		0.2								
T.O. Printing		0.0										
ICS		2.7										
FLIGHT TEST		0.1		0.0								
INSTALLATION OF HARDWARE												
FY-97 4 KITS	[4]	0.2										
FY-99 2 KITS	[2]	0.1										
FY-00 12 KITS			[12]	0.8								
FY-01 2 KITS					[2]	0.2						
FY-02 2 KITS							[2]					
TOTAL INSTALL	6	0.3	12	0.8	2	0.2	2					
TOTAL COST (BP-1100)	18	18.0	2	2.6	2	8.4		0.1		0.1		

(Totals may not add due to rounding)

02/13/2002
 FY 2003 PBR
 Modification Title and No: NVIS MN-8520
 Models of Aircraft Affected: HC-130 N/P

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Provide a less expensive mod kit for Night Vision Imaging System (NVIS) mission capability for C-130 combat rescue aircraft. One-Phase program: Contractors will compete in a Technically Acceptable Price/Performance Trade-off (TAPPT) Source Selection. This will lead to selection of the kit considered to be best value/cost effective for the AF and award of a contract for the selected prototype kit for development and production of follow-on kits. The kit costs and installation costs have variances due to the differences in the type of kits and the various aircraft in which they will be installed. Some of the aircraft already have portions of this mod accomplished, and, therefore, only need certain portion of the full kits and/or installation.

Aircraft Breakdown: Active 0, Reserve 9, ANG 3

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	11	0.5										
KITS NONRECUR	1	0.8										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.7		0.3								
SIM/TRAINER												
SUPPORT-EQUIP		0.2										
WARRANTY												
FLIGHT TEST		0.1										
OGC		0.6		0.5								
INSTALLATION OF HARDWARE												
FY-00 12 KITS			[1]		[11]	0.5						
TOTAL INSTALL			1		11	0.5						
TOTAL COST (BP-1100)	12	2.9		0.7		0.5						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							11	0.5
KITS NONRECUR							1	0.8
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.0
SIM/TRAINER								
SUPPORT-EQUIP								0.2
WARRANTY								
FLIGHT TEST								0.1
OGC								1.1
INSTALLATION OF HARDWARE								
FY-00 12 KITS							[12]	0.5
TOTAL INSTALL							12	0.5
TOTAL COST (BP-1100)							12	4.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 4 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)			10/00		
Delivery Date (Month/CY)			06/01		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																				
Input													1				2	3	3	3
Output														1	2	3	3	3	3	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526
Models of Aircraft Affected: C-130E, H, HCP, LCH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification is required by the Air Force Navigation and Safety Master Plan (Nav/Safety) and Global Air Traffic Management (GATM) mandates which are necessary for worldwide, unrestricted airspace access. The Secretary of Defense directed installation of an airborne collision avoidance system in response to the findings of the April 1996 CT-43 crash. Other C-130s have already been modified with this system, hence this modification will increase commonality across the fleet. This Enhanced Traffic Alert & Collision Avoidance System (ETCAS) modification program meets all these requirements. Kits are phase-delivered. Leadtime is based on receipt of the Trial Install kits.

Aircraft Breakdown: Active 124, Reserve 66, ANG 129

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	147	6.6	36	2.4			29	2.0	70	5.0	31	2.6
KITS NONRECUR	4	4.4							1	2.9	1	3.1
EQUIPMENT	[147]	23.6	[36]	14.9			[29]	6.8	[70]	17.3	[31]	8.1
EQUIP	[4]	0.6							[1]	0.3	[1]	0.3
NONREC												
CHANGE ORDERS								7.1				
DATA		0.3				0.6		0.7		1.6		2.4
SIM/TRAINER	[3]	2.3							[1]	1.5	[1]	2.1
SUPPORT-EQUIP	[10]	0.5							[6]	0.3	[6]	0.3
FLIGHT TEST		0.8		0.2		0.0				0.6		1.3
OGC		3.6		1.0						0.6		0.7
ICS												
WARRANTY		4.6								3.9		1.0
INSTALLATION OF HARDWARE												
FY-98 70 KITS	[64]	4.2	[6]	0.3								
FY-99 49 KITS			[49]	2.9								
FY-00 32 KITS			[32]	2.0								
FY-01 36 KITS			[10]	0.8	[25]	2.1	[1]	0.1				
FY-03 29 KITS							[29]	1.7				
FY-04 71 KITS									[71]	4.3		
FY-05 32 KITS											[32]	4.7
TOTAL INSTALL	64	4.2	97	6.0	25	2.1	30	1.8	71	4.3	32	4.7
TOTAL COST (BP-1100)	151	51.6	36	24.4		2.7	29	18.4	71	38.1	32	26.5

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							313	18.5
KITS NONRECUR							6	10.4
EQUIPMENT							[313]	70.6
EQUIP NONREC							[6]	1.2
CHANGE ORDERS								7.1
DATA								5.7
SIM/TRAINER							[5]	5.9
SUPPORT-EQUIP							[22]	1.1
FLIGHT TEST								2.9
OGC								5.9
ICS								
WARRANTY								9.5
INSTALLATION OF HARDWARE								
FY-98 70 KITS							[70]	4.5
FY-99 49 KITS							[49]	2.9
FY-00 32 KITS							[32]	2.0
FY-01 36 KITS							[36]	3.0
FY-03 29 KITS							[29]	1.7
FY-04 71 KITS							[71]	4.3
FY-05 32 KITS							[32]	4.7
TOTAL INSTALL							319	23.1
TOTAL COST (BP-1100)							319	161.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	06/98	12/98	10/99	10/00				
Delivery Date (Month/CY)	12/98	12/99	10/00	10/01				

Installation Schedule

Quarters	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input					1	1			1	14	16	14	17	21	25	30	21	6	5	7	7	4	8	8	10	4	22	24	21	4	8	11	9
Output									3	13	14	15	19	17	23	29	28	6	4	6	9	4	8	8	10	4	22	24	21	4	8	11	9

02/13/2002
 FY 2003 PBR
 Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561
 Models of Aircraft Affected: C-130E/H, H1, H2, H3

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

This mod will replace old & aging synchrophaser wiring on all C-130 aircraft (except 'J' models) as recommended by the C-130 Broad Area Review (15 Jan 98). Safety reviews of the aircraft have revealed chafed and worn wiring problems that could potentially cause synchrophaser operation malfunctions resulting in flight safety hazards. Completion of this modification will implement the BAR recommendation to install new wiring to replace aging and problematic wire sets. This synchrophaser wiring has been installed on all pre-C-130J production aircraft. This mod will use the existing design for aircraft wiring but will modify the placement of the existing synchrophaser box within the station racks on the bulkhead.

Aircraft Breakdown: Active 321, Reserve 100, ANG 166

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			270	2.5	233	3.5			83	1.4		
KITS NONRECUR	1	0.4										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2		0.2		0.0		0.0		0.0		
SIM/TRAINER												
SUPPORT-EQUIP		0.6		2.0								
FLIGHT TEST												
OGC				0.0								
INSTALLATION OF HARDWARE												
FY-00 1 KITS			[1]									
FY-01 270 KITS					[203]	3.8	[67]	1.3				
FY-02 233 KITS							[172]	3.3	[61]	1.2		
FY-04 83 KITS											[83]	2.5
TOTAL INSTALL			1		203	3.8	239	4.5	61	1.2	83	2.5
TOTAL COST (BP-1100)	1	1.2	270	4.8	233	7.3		4.5	83	2.6		2.5

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							586	7.4
KITS NONRECUR							1	0.4
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.5
SIM/TRAINER								
SUPPORT-EQUIP								2.6
FLIGHT TEST								
OGC								0.0
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	
FY-01 270 KITS							[270]	5.0
FY-02 233 KITS							[233]	4.4
FY-04 83 KITS							[83]	2.5
TOTAL INSTALL							587	12.0
TOTAL COST (BP-1100)							587	22.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	09/00	03/01	12/01	10/02		
Delivery Date (Month/CY)	03/01	01/02	10/02	08/03		

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				68	68	67	67	35	40	97	30	31				28	28	27	
Output						1			68	68	67	67	35	40	97	30	31				28	28	27	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: C-130 GENERATOR DISCONNECT INSTALLATION WR-98-004 MN-8562

Models of Aircraft Affected: C-130/ EC-130E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Description/Justification

This mod will install a generator disconnect mechanism & switch as recommended by the C-130 Broad Area Review (15 Jan 98). In the event of generator failure, the disengage mechanism is required so that the failed generator does not adversely impact engine performance. Except for aircraft modified by T.O.1C-130-792, USAF active C-130 aircraft prior to tail number AF 6800225 do not have the external sandwich type generator disconnect installed. The disengage mechanism has been included in production aircraft after tail # AF 6800225. Completion of this permanent modification will implement the recommendation to install generator disconnects in all Electrical System Upgrade (ESU) aircraft. In addition to modifying the aircraft and installed engine QEC'S, engine QECs in storage and in repair will be modified.

Aircraft Breakdown: Active 55, Reserve 28, ANG 46

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	24	0.1	47	1.2	57	0.2						
KITS NONRECUR	1	0.0										
EQUIPMENT	[24]	0.6	[47]	0.1	[57]	1.1						
EQUIP	[1]	0.2										
NONREC												
CHANGE ORDERS												
DATA		0.1				0.4		0.4				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.0		0.0						
FLIGHT TEST												
MOD OF SPARES					[40]	0.2	[40]	0.2				
INSTALLATION OF HARDWARE												
FY-00 25 KITS			[1]		[24]	0.3						
FY-01 47 KITS					[29]	0.3	[18]	0.3				
FY-02 57 KITS							[57]	0.9				
TOTAL INSTALL			1		53	0.6	75	1.1				
TOTAL COST (BP-1100)	25	1.0	47	1.3	57	2.5		1.7				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							128	1.4
KITS NONRECUR							1	0.0
EQUIPMENT							[128]	1.8
EQUIP NONREC							[1]	0.2
CHANGE ORDERS								
DATA								0.9
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.0
FLIGHT TEST								
MOD OF SPARES							[80]	0.4
INSTALLATION OF HARDWARE								
FY-00 25 KITS							[25]	0.3
FY-01 47 KITS							[47]	0.6
FY-02 57 KITS							[57]	0.9
TOTAL INSTALL							129	1.7
TOTAL COST (BP-1100)							129	6.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	09/00	12/01	08/02	
Delivery Date (Month/CY)	11/01	10/02	06/03	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				15	14	12	12	25	25	25	
Output						1			15	14	12	12	25	25	25	

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0404011F Team INFO

Modification Title and No: ALE-47 CHAFF AND FLARE DISPENSER MN-8577

Models of Aircraft Affected: MC-130s & AC-130s

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Upgrade the current ALE-40, Chaff and Flare Dispensers System with the AN/ALE-47 Countermeasures Dispensing System (CMDS). The ALE-47 is a programmable, threat adaptive dispensing system designed to enhance aircraft survivability in an IR/RF threat environment.

Aircraft Breakdown: Active 45, Reserve 14, ANG 0

Development Status

Contract Awarded 4QFY01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					15	0.7	38	2.1				
KITS NONRECUR			1	0.5	3	1.2	2	1.2				
EQUIPMENT					[15]	1.1	[38]	2.3				
EQUIP			[2]	0.1	[4]	0.2		0.6				
NONREC												
CHANGE ORDERS						0.1		2.8				
DATA				0.5		0.5		1.8				
SIM/TRAINER					[1]	0.4	[2]	3.3				
SUPPORT-EQUIP						0.1		0.7				
ICS						0.1		0.6				
INSTALLATION OF HARDWARE												
FY-01 1 KITS				0.1	[1]							
FY-02 18 KITS					[1]	0.1	[17]	0.7				
FY-03 40 KITS							[3]	0.3	[37]	1.6		
TOTAL INSTALL				0.1	2	0.1	20	1.0	37	1.6		
TOTAL COST (BP-1100)			1	1.2	18	4.4	40	16.5		1.6		

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							53	2.8
KITS NONRECUR							6	3.0
EQUIPMENT							[53]	3.3
EQUIP NONREC							[6]	1.0
CHANGE ORDERS								2.9
DATA								2.9
SIM/TRAINER							[3]	3.7
SUPPORT-EQUIP								0.8
ICS								0.6
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	0.1
FY-02 18 KITS							[18]	0.8
FY-03 40 KITS							[40]	1.9
TOTAL INSTALL							59	2.8
TOTAL COST (BP-1100)							59	23.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	01/01	11/01	11/02	
Delivery Date (Month/CY)	10/01	08/02	08/03	

Installation Schedule

	Quarters	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				1	5	5	5	5	9	10	9	9
Output				1		1			5	5	5	5	9	10	9	9	

02/13/2002
 FY 2003 PBR
 Modification Title and No: C-130 SIMULATOR UPGRADE MN-8626
 Models of Aircraft Affected: C130E/H

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

FY00 funding resulted from a Congressional Appropriations Committee plus up. The Aero Upgrade, Visual System Upgrade, Instructor Operating System (IOS) and Digital Radar Landmass System (DRLMS) modifications are required to replace obsolete equipment which is 20+ years old with new state-the-art simulation technologies and include all enhancements needed for FAA Level C+ simulation. These modifications will greatly enhance the quality of training for all C-130 crew members.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1		1		1		1			
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[1]	7.3	[1]	4.5	[1]	3.7	[1]	2.5	[1]	7.8		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 1 KITS			[1]									
FY-02 1 KITS					[1]							
FY-03 1 KITS							[1]					
FY-04 1 KITS									[1]			
TOTAL INSTALL			1		1		1		1			
TOTAL COST (BP-1100)		7.3	1	4.5	1	3.7	1	2.5	1	7.8		

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[5]	25.7
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	
FY-02 1 KITS							[1]	
FY-03 1 KITS							[1]	
FY-04 1 KITS							[1]	
TOTAL INSTALL							4	
TOTAL COST (BP-1100)							4	25.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	03/00	01/01	01/02	01/03	
Delivery Date (Month/CY)	09/01	01/02	01/03	01/04	

Installation Schedule

	Quarters	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										1	1							1			
Output										1	1										

02/13/2002
 FY 2003 PBR
 Modification Title and No: AAR-47 SENSOR UPGRADE MN-8651
 Models of Aircraft Affected: C-130E/H/EC/HN/HP

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

This program represents the C-130 fair share of the commodity upgrade to the current AAR-47, Missile Warning System (MWS) with a new laser capability, sensors and processor. This program was initially funded under the ADS program and broken out under its own modification program.

Aircraft Breakdown: Active 114, Reserve 81, ANG 135

Development Status

This is a Navy managed program. The system is in the testing phase which should be completed by Mar 01. Production contract expected by 3rd quarter FY01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					5	0.6	125	7.9	78	5.6	114	5.0
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
TOTAL COST (BP-1100)					5	0.6	125	7.9	78	5.6	114	5.0
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							322	19.1
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								
TOTAL COST (BP-1100)	<hr/>						322	19.1

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	10/01	10/02	10/03	10/04	10/05	10/06	10/07
Delivery Date (Month/CY)	10/02	10/03	10/04	10/05	10/06	10/07	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: DUAL VHF RADIOS ON 37th AS C-130E AIRCRAFT MN-8676

Models of Aircraft Affected: C-130E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Description/Justification

FY01 new start -- approval received via letters of notification to all four congressional committees. This modification will add a second AN/ARC-186(V) VHF radio system on select C-130E aircraft. C-130E aircraft at the 37th AS in USAFE equipped with one VHF radio do not meet requirements of the European and African Air Traffic Control (ATC) System. Instrument Flight Rule (IFR) flight in Germany and Switzerland requires two VHF transmitter/receivers with a frequency range from 117.975 to 137.000 (as per DOD Flight Information Publication Area Planning AP/2). In-flight broadcast procedures (IFBP), Africa region, requires aircrews to maintain a listening watch on frequency 126.9 (per DOD Flight Information Publication Handbook). While monitoring this frequency, aircraft with only one VHF radio system cannot communicate with other VHF-only equipped ATC facilities. To communicate with other VHF-only equipped ATC facilities, aircrews are forced to NOT monitor the required 126.9 frequency. This limitation has been highlighted in the past on a USAF Hazard Report by 37AS crews (Report No. 99-03).

Aircraft Breakdown: Active 19, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			18	0.5								
KITS NONRECUR			1	0.4								
EQUIPMENT			[18]	0.3								
EQUIP			[1]	0.2								
NONREC												
CHANGE ORDERS												
DATA				0.3		0.2						
SIM/TRAINER												
SUPPORT-EQUIP												
PMA				0.0								
FLT TEST												
INSTALL			[11]	0.2	[8]	0.2						
TOTAL COST (BP-1100)			19	2.0		0.4						
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							18	0.5
KITS NONRECUR							1	0.4
EQUIPMENT							[18]	0.3
EQUIP NONREC							[1]	0.2
CHANGE ORDERS								
DATA								0.5
SIM/TRAINER								
SUPPORT-EQUIP								
PMA								0.0
FLT TEST								
INSTALL							[19]	0.4
TOTAL COST (BP-1100)	<hr/>						19	2.4

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 1 Month

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	05/01	
Delivery Date (Month/CY)	06/01	

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C-130

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance of the C-130 aircraft.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
REFURB OF EMD		1.8										
ASSETS												
AIRCRAFT		1.2		0.9		0.9		0.1		0.1		1.2
PLS		0.9		0.5								
OTHER				0.5		1.0						
TOTAL COST (BP-1100)				1.9		1.9		0.1		0.1		1.2

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
REFURB OF EMD ASSETS								1.8
AIRCRAFT		0.1		0.1		5.7		10.3
PLS								1.4
OTHER								1.5
TOTAL COST (BP-1100)		0.1		0.1		5.7		15.1

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

02/13/2002
 FY 2003 PBR
 Modification Title and No: FM IMMUNITY MN-DC101
 Models of Aircraft Affected: All except C-130J

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

FY00 funding for effort resulted from a Congressional Appropriations Committee plus-up for GATM efforts, one of which is FM Immunity. This modification provides protection from interference with FM broadcast band adjacent to the aeronautical radio navigation band. This modification effort will reduce/eliminate the number of non-compliant aircraft and reduce the operational risk and operational restrictions placed on non-compliant aircraft by host nations.

Aircraft Breakdown: Active 297, Reserve 137, ANG 246

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	[578]	5.9	[102]	1.0								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST		0.1										
OGC		0.4										
PMA		0.1		0.1								
TOTAL COST (BP-1100)		6.4		1.1								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT							[680]	6.9	
EQUIP NONREC									
CHANGE ORDERS									
DATA								0.0	
SIM/TRAINER									
SUPPORT-EQUIP									
FLIGHT TEST								0.1	
OGC								0.4	
PMA								0.1	
TOTAL COST (BP-1100)	<hr/>								7.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 1 Month

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		03/00	10/01		
Delivery Date (Month/CY)		09/00	11/01		

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-135			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$317.877	\$171.612	\$108.670	\$142.431	\$159.284	\$139.002	\$200.957

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modification budgeted in FY03 is the Global Air Traffic Management (GATM) modification. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below. In FY03, the C-135 reengine anticipates receiving \$89M from the Cost of War Transfer Account. These funds are not included in the FY03 Air Force baseline. Funding will be used to convert 3 KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The modification includes upgrades to over 25 systems/sub-systems. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload capability, greater loiter time, and reduced Operation and Maintenance costs.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.1	0.1	0.1	0.1	0.1	0.1		0.4
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.4
P	17403B	STANDARD FLIGHT DAT	0.4	0.4							14.3
	3009E	C-135 REENGINE	59.1	0.1							649.9
	3149F	FLIGHT DATA RECORDE	52.9	27.2	1.6						129.2
	3150PC	PACER CRAG (COMPAS	64.8	1.5							647.4
	3353	HF AUTO COMM PROCE	0.4	0.1							22.8
	4218	HIGH RELIABILITY MAIN	0.9	0.8							12.8
	4231	MULTIPOINT REFUELIN	2.6	2.3							82.0
	4310	INTERPHONE REPLACE	2.3	0.1							34.3
	6030	REDUCED VERTICAL SE	43.7	19.3							143.9
	8629	LARGE AIRCRAFT INFR							56.0		56.0
	9702	8.33 KHZ VHF RADIO	30.9								68.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-135			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$317.877	\$171.612	\$108.670	\$142.431	\$159.284	\$139.002	\$200.957

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modification budgeted in FY03 is the Global Air Traffic Management (GATM) modification. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below. In FY03, the C-135 reengine anticipates receiving \$89M from the Cost of War Transfer Account. These funds are not included in the FY03 Air Force baseline. Funding will be used to convert 3 KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The modification includes upgrades to over 25 systems/sub-systems. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload capability, greater loiter time, and reduced Operation and Maintenance costs.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	9709	GLOBAL AIR TRAFFIC M	19.0	86.7	86.3	130.5	149.3	129.0	133.4	257.0	1,056.0
	9737	ELECTROMAGNETIC PU		5.6	6.9						12.5
	9738	CONTROL COLUMN BR				6.0	9.0	9.0	11.0		35.0
	9810	LD/HD RIVET JOINT TRA		14.9							14.9
	9812	RADOME REPLACEMEN			3.4	3.5					6.9
	99999X	LOW COST MODIFICATI	2.0	1.6	0.5	1.0	1.0	1.0	0.5		14.7
	DC101	FM IMMUNITY	6.4								7.2
	SIM135	SIMULATOR UPGRADE	20.1	3.6	9.9	1.4					68.1
	TAWS	TERRAIN AWARENESS	11.8	7.3							97.9
	Z88888	REPROGRAMMINGS	0.5								35.7
TOTAL FOR CLASS P			317.9	171.7	108.6	142.4	159.3	139.0	200.9	257.0	3,210.3
TOTAL FOR AIRCRAFT C-135			317.9	171.8	108.7	142.5	159.4	139.1	201.0	257.0	3,210.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: C-135 REENGINE MN-3009E
Models of Aircraft Affected: C/KC-135

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

Modifies KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems/sub-systems will extend the life of these aircraft, including: reinforced floor, new strengthened main landing gear, reinforced wing structure, new struts, modified air cycle machine (ACM), revised nose wheel steering, strut bleed air overheat warning system, fuel temperature probe, Flight Control Augmentation System (FCAS), larger hydraulic lines in fin, new Air Data Computer (ADC), dual Auxiliary Power Units (APUs), new electrical power generation system, new fire detection and extinguishing system, Turbine Engine Monitoring System (TEMS), new nacelles/fairings/fan duct, modified throttle control system, and rearranged cockpit controls and displays. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload, greater loiter time, and reduced Operations and Maintenance costs. One kit on the equipment line equals 4 engines.

Active Duty aircraft completed modification in 1994. All funding documented in this P3A is from Congressional Add or OSD Plus-up. Two KC-135E aircraft were funded by FY98 NGREA 0350 account (Congressional Add) and are not included in the aircraft breakdown. FY00 & FY01 Congressional add fully funds the program through FY05 - install costs in FY02 and FY03 are part of FY00 and FY01 Congressional add. After considering the FY01 Congressional Add quantity, there are 16 AFRC and 84 ANG KC-135E remaining candidates for reengining.

The funding for installation is normally spent in the last year of its life. The reason being, there is a two year lead time between kit purchase and installation. Furthermore, actual inputs do not follow the 24 month leadtime due to the mix of other aircraft (RC-135 and FMS KC-135 sales) in the installation line. Also, the RC-135 Special Purpose aircraft take priority in the schedule due to the limited fleet size and high priority mission.

In FY03, the C-135 reengine anticipates receiving \$89M from the Cost of War Transfer Account. These funds are not included in the FY03 Air Force baseline. Funding will be used to convert 3 KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The modification includes upgrades to over 25 systems/sub-systems. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload capability, greater loiter time, and reduced Operation and Maintenance costs.

Aircraft Breakdown: Active 0, Reserve 10, ANG 18

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	26	193.5	2	19.1								
KITS NONRECUR		3.5										
EQUIPMENT	[26]	336.6	[2]	30.3								
EQUIP												
NONREC												
CHANGE ORDERS		11.1		1.5								
DATA		9.5		0.8								
SIM/TRAINER												
SUPPORT-EQUIP		1.7		1.8								
OGC		0.4		0.0		0.0						

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-93 15 KITS	[15]	13.6										
FY-94 1 KITS	[1]	1.0										
FY-96 4 KITS	[4]	6.3										
FY-97 2 KITS	[2]	3.2										
FY-00 4 KITS		10.4			[4]							
FY-01 2 KITS				5.6			[2]					
TOTAL INSTALL	22	34.5		5.6	4		2					
TOTAL COST (BP-1100)	26	590.8	2	59.1			0.0					

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

Models of Aircraft Affected: C/KC-135

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

The Navigation and Safety Upgrade Program (Phase II) combines the C/KC-135 Navigation and Safety Upgrades on Air Force aircraft designated for passenger missions. These modifications includes Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), and Emergency Locator Transmitter (ELT). Acquisition through a system integration strategy with a common integration contract and concurrent installation is planned. Direction for implementation of AF Navigation and Safety Master Plan and Policy is contained in the 9 Sep 96 AF/XO. SAF/AQ memo 'SECDEF - Directed Navigation and Safety Modification', and policy guidance provided in a coordinated AF/XO, AF/SE, AF/XP, and SAF/AQ message, date Mar 97.

The NRE in FY97, FY98 and FY99 are for KCR/T & KCE variants. FY01-02 NRE is for the DV/OSA/CINC/Special purpose aircraft variants, (CE/2ea, KCD/4ea, NKCB, NKCE/2ea, OCB/2ea, KCE). \$29.1M of the \$32M on the NRE line is for Special Purpose aircraft NRE.

The Engine line incorporates the Turbine Engine Monitoring System (TEMS), MN 9734, an RTOC initiative, which provides continuous in-flight monitoring and recording of selected aircraft and engine parameters required to evaluate engine performance trending, limited engine event detection, parts life tracking and mission profile data. Data is downloaded on the ground and is used to anticipate engine and associated component overhaul before an in-flight catastrophic engine failure occurs. The existing TEMS will be removed from the KCR/T model aircraft and the functionality added to the FDR.

Engine Line Funding:

FY01 - 1.4M RTOC; \$4.05M Fuel Flow Signal Conditioning Unit (FFSCU); .496M Software Updates:

FY02 - 1.4M RTOC; 4.093M KCE Model TEMS NRE; 1.107 Software Updates; 4.0M Replace UDU with a new Display Data Transfer Unit (DDTU) w/PCMCIA capability.

This Mod is baselined with MN 3150PC/Pacer CRAG and Block 30 Upgrade (TAWS, MN 3149F/Nav Safety). Nav Safety program was delayed about one year as a result of blocking several mods for concurrent installation.

Aircraft Breakdown: Active 293, Reserve 70, ANG 223

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	448	7.7	135	2.7	3	0.1						
KITS NONRECUR		6.0		15.0		8.2						
EQUIPMENT	[448]	25.0	[135]	8.8	[3]	0.3						
EQUIP		1.0										
NONREC												
CHANGE ORDERS		1.4										
DATA		0.7		4.5			1.5					
SIM/TRAINER												
SUPPORT-EQUIP		0.1										
ENGINE				5.9		10.6						
OGC		0.2		2.3		1.1		0.1				

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97 109 KITS	[109]	2.6										
FY-98 25 KITS	[25]	0.6										
FY-99 115 KITS	[89]	2.1	[26]	2.0								
FY-00 199 KITS			[164]	11.7	[35]	1.4						
FY-01 135 KITS					[135]	5.4						
FY-02 3 KITS					[3]	0.1						
TOTAL INSTALL	223	5.2	190	13.7	173	6.9						
TOTAL COST (BP-1100)	448	47.4	135	52.9	3	27.2		1.6				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							586	10.5
KITS NONRECUR								29.2
EQUIPMENT							[586]	34.1
EQUIP NONREC								1.0
CHANGE ORDERS								1.4
DATA								6.6
SIM/TRAINER								
SUPPORT-EQUIP								0.1
ENGINE								16.5
OGC								3.9
INSTALLATION OF HARDWARE								
FY-97 109 KITS							[109]	2.6
FY-98 25 KITS							[25]	0.6
FY-99 115 KITS							[115]	4.0
FY-00 199 KITS							[199]	13.1
FY-01 135 KITS							[135]	5.4
FY-02 3 KITS							[3]	0.1
TOTAL INSTALL							586	25.8
TOTAL COST (BP-1100)							586	129.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	09/97	09/98	01/99	11/99	11/00	11/01
Delivery Date (Month/CY)	06/98	03/99	07/99	05/00	05/01	05/02

Installation Schedule

	1	<u>FY-97</u>			1	<u>FY-98</u>			4	<u>FY-99</u>			4	<u>FY-00</u>			4	<u>FY-01</u>			4	<u>FY-02</u>		
		2	3	4		2	3	4		1	2	3		4	1	2		3	4	1		2	3	4
Quarters																								
Input									4	4	1		10	51	51	51	51	47	47	48	48	51	51	20
Output									4	4	1		5	51	51	51	51	47	47	48	48	51	51	25

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: PACER CRAG (COMPASS, RADAR, AND GPS) MN-3150PC

Models of Aircraft Affected: C/KC-135

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This cockpit modernization program replaces the existing compass and radar. It adds a GPS receiver (embedded GPS/inertial navigation unit) and TCAS integrated through a commercial off-the-shelf (COTS)/non-developmental item (NDI) flight management system which includes new multi-function displays. This program does not degrade the capability of the KC-135 in an NBC environment. The program is the foundation of the GATM modification. First three FY96 kit (prototype) installations funded by Kit NRE. FY96 and FY97 installs delayed due to additional requirements (ETCAS) with associated integration/testing. Although these activities forced delays, contracted annual kit buys were maintained to protect quantity buy cost breaks. This drove the use of partial prior year funding for installs in FY99-02. This also drives average installation costs to appear to fluctuate when actual install costs are about \$220K each. Increased kit per unit cost in FY01 is due to reduced total kit buy not qualifying for quantity discount. FY98 change orders reflect software upgrade to allow GPS use as primary means of navigation and provide GPS approach capability (Receiver Autonomous Integrity Monitoring (RAIM)/GATM requirement). FY99 change orders reflect software change to ETCAS to meet FY00 European requirement and GATM baseline. FY96 Sim/Trainer buy reflects Sim buy. FY97 Sim/Trainer buy reflects Tabletop Trainer buys. FY98 & 99 Sim/Trainer funds are for Block upgrade only on existing W/S Trainers. 24 of the fleet aircraft (RC, TC, WC, EC combination) require only a subset of Pacer CRAG hardware and will be installed by Big Safari in a configuration outside of the Pacer CRAG baseline. These aircraft (and corresponding kits and installations) are not included in installation totals. FY00/01 OGC includes FCF fuel for BAE Systems installations, engineering over and above, and SPO contractor funding. FY02 OGC includes FCF fuel and SPO contractor funding. FY 00/01 change orders include EGI upgrades, ECP-022/023 and save stat software packages, and DADC retrofit. FY00-02 data includes Block 35 changes and enhancements to tech data troubleshooting matrices. FY00 non-recurring kits line includes Block 35 NRE kits. FY01 warranty is the extension to the current reliability warranty on Pacer CRAG line replaceable units. FY01/02 installations realize economies of scale through delivery orders under current installation. The FY01 installation funds line is significantly lower than those of prior years due to the use of prior year funding for installations. This was accomplished to achieve installation economies of scale and to account for the lack of installation funds in FY02. These are the last contract options for Pacer CRAG. Beginning Oct 99, this modification became part of Block 30 and is baselined with RVSM (6030), Nav/Safety (3149F), TAWS (3368), and High Reliability Maintenance Free Battery (KC4218). In addition, it is part of the Block 35 installation on special purpose C-135 aircraft and D-model tankers.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	518	47.6	41	4.3								
KITS NONRECUR	4	18.3										
EQUIPMENT	[518]	296.4	[41]	22.7								
EQUIP	[4]	6.9										
NONREC												
CHANGE ORDERS		66.7		0.5		0.3						
DATA		8.5		1.3		0.5						
SIM/TRAINER	[44]	28.7										
SUPPORT-EQUIP												
RETROFIT		3.0										
OGC		8.4		0.8		0.8						
WARRANTY				8.9								

Projected Financial Plan Continued

		PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
		<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-95	6 KITS	[6]	1.4										
FY-96	44 KITS	[44]	17.5										
FY-97	101 KITS	[101]	24.7										
FY-98	115 KITS	[115]	27.9										
FY-99	81 KITS	[81]	16.2										
FY-00	175 KITS	[45]	9.0	[130]	23.7								
FY-01	41 KITS			[25]	2.7	[16]							
TOTAL INSTALL		392	96.6	155	26.5	16							
TOTAL COST (BP-1100)		522	581.1	41	64.8		1.5						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							559	51.9
KITS NONRECUR							4	18.3
EQUIPMENT							[559]	319.0
EQUIP NONREC							[4]	6.9
CHANGE ORDERS								67.4
DATA								10.3
SIM/TRAINER							[44]	28.7
SUPPORT-EQUIP								
RETROFIT								3.0
OGC								10.0
WARRANTY								8.9
INSTALLATION OF HARDWARE								
FY-95 6 KITS							[6]	1.4
FY-96 44 KITS							[44]	17.5
FY-97 101 KITS							[101]	24.7
FY-98 115 KITS							[115]	27.9
FY-99 81 KITS							[81]	16.2
FY-00 175 KITS							[175]	32.7
FY-01 41 KITS							[41]	2.7
TOTAL INSTALL							563	123.0
TOTAL COST (BP-1100)							563	647.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	12/95	03/97	09/97	12/97	01/99	10/99	10/00	
Delivery Date (Month/CY)	06/96	09/97	06/98	06/98	10/99	04/00	04/01	

Installation Schedule

Quarters	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							3			1					2	15	18	25	27	38	49	59	29	38	44	44	39	39	33	34	26	
Output										1	3	1	1	4	17	16	29	38	42	42	37	43	54	54	40	45	35	35	26			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: HIGH RELIABILITY MAINT FREE BATTERY MN-4218

Models of Aircraft Affected: C/KC-135

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

The high reliability maintenance free battery program reduces maintenance and increases reliability by installing two sealed lead acid batteries in the place of the four existing vented nicad batteries. Note: Concurrent installation with Pacer Crag. In FY96 and FY97, the contract date is 4th Qtr 97 because of the link to the Pacer CRAG production decision in Sep 97. Follow-on lead times vary because the KC-135 battery delivery is only a small part of an overall battery program and KC-135 program does not control delivery schedule. This program is baselined with Pacer CRAG (mod 3150PC), TAWS and RVSM (mod 6030). Was formerly MN-KC4218. Production installations in process, concurrent with Block 30 (Pacer CRAG). Currently, production installs are accomplished by Raytheon CFT's and at BAE Avionics Mod Line. FY00 and FY01 installs partially funded using prior year funding. FY00, 01, 02 NRE and FY00, 01 OGC for Special Purpose Aircraft.

Aircraft Breakdown: Active 294, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	588	3.3										
KITS NONRECUR		0.5		0.3		0.2						
EQUIPMENT	[588]	2.8										
EQUIP		0.1										
NONREC												
CHANGE ORDERS		0.3										
DATA		1.0		0.2		0.4						
SIM/TRAINER	[46]	0.4										
SUPPORT-EQUIP												
RETROFIT KITS	[449]	0.4	[138]	0.1								
KIT REPLENISHMENT	[93]	0.1										
OGC		0.2		0.1		0.0						
INSTALLATION OF HARDWARE												
FY-95 54 KITS	[54]	0.5										
FY-96 62 KITS	[62]	0.4										
FY-97 135 KITS	[135]	0.7										
FY-98 180 KITS	[118]	0.2	[62]	0.1								
FY-99 157 KITS			[84]	0.2	[73]	0.2						
TOTAL INSTALL	369	1.8	146	0.3	73	0.2						
TOTAL COST (BP-1100)	588	11.0		0.9		0.8						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							588	3.3
KITS NONRECUR								1.0
EQUIPMENT							[588]	2.8
EQUIP NONREC								0.1
CHANGE ORDERS								0.3
DATA								1.6
SIM/TRAINER							[46]	0.4
SUPPORT-EQUIP								
RETROFIT KITS							[587]	0.5
KIT REPLENISHMENT							[93]	0.1
OGC								0.3
INSTALLATION OF HARDWARE								
FY-95 54 KITS							[54]	0.5
FY-96 62 KITS							[62]	0.4
FY-97 135 KITS							[135]	0.7
FY-98 180 KITS							[180]	0.2
FY-99 157 KITS							[157]	0.4
TOTAL INSTALL							588	2.3
TOTAL COST (BP-1100)							588	12.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	09/95	09/97	09/97	03/98	03/99	04/01	04/01	
Delivery Date (Month/CY)	09/96	09/98	09/98	03/99	03/00	04/02	04/02	

Installation Schedule

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																																
Input									2	2							15	18	25	45	45	45	45	32	32	32	31	37	36	36	37	36
Output									2	2							15	18	25	45	45	45	45	45	32	32	32	31	37	36	36	37

02/13/2002
 FY 2003 PBR
 Modification Title and No: MULTIPOINT REFUELING MN-4231
 Models of Aircraft Affected: C/KC-135

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

Install drogue/hose reels on aircraft to provide multipoint refueling capability to support U.S. Navy, Marine, and Allies aircraft equipped with probe refueling equipment. Each set of equipment kits equals two (2) pods. Total aircraft of 20 will not equal total funded with 3010 because the 1st kit was procured with 3600 funds 'FY95' prototype install funded with 3600 funds. FY01-02 Change Order funding required for additional flight testing and Engineering Change Proposals (ECP).

Aircraft Breakdown: Active 20, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	33.5										
PROCUREMENT (3010)												
INSTALL KITS	19	15.5										
KITS NONRECUR												
EQUIPMENT	[19]	33.6										
EQUIP												
NONREC												
CHANGE ORDERS		1.0		1.9		2.1						
DATA		1.3										
SIM/TRAINER												
SUPPORT-EQUIP		4.6										
MILSTRIP		3.0										
WARRANTY		1.8										
OGC		0.7		0.8		0.3						
INSTALLATION OF HARDWARE												
FY-96 3 KITS	[3]	4.0										
FY-97 11 KITS	[11]	8.4										
FY-98 5 KITS	[5]	3.2										
TOTAL INSTALL	19	15.7										
TOTAL COST (BP-1100)	19	77.1		2.6		2.3						

(Totals may not add due to rounding)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: INTERPHONE REPLACEMENT MN-4310
 Models of Aircraft Affected: C/KC-135

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

This is a Global Air Traffic Management (GATM) communication modification which replaces existing Interphone system with a new state-of-the-art interphone system which provides improved communication between all crew positions through a highly reliable and maintainable integrated system that also supports future growth for GATM requirements. Phase I Interphone boxes/are baselined with GATM (MN 9709) for installation purposes. Phase II additional wiring, new junction box, new speaker system is incorporated by GATM and is baselined with GATM (MN 9709) for installation purposes. FY01 NRE ensures this modification does not degrade the capability of the -135 in a nuclear, biological and chemical (NBC) environment. Installations in process, concurrent with Block 30 (Pacer CRAG) as of Oct 00.

A/C Breakdown - Big Safari N/A

FY98, 4 each kits, purchased with 0350 money.

FY98, NRE, for RT&E models.

FY00 & FY01 NRE, AIC-18 unique integration special purpose aircraft, various MDSs.

FY99 (54 ea) & FY00 (246 ea of 250 ea) Installs funded with 0350 money.

FY99 Initial Incorporation, FY00 Data Retrofit Incorporation, FY01 Final Incorporation

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	543	4.1	20	0.2								
KITS NONRECUR		2.9		0.4								
EQUIPMENT	[543]	21.8	[20]	1.0								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.4		0.4								
SIM/TRAINER	[23]	0.6										
SUPPORT-EQUIP												
OGC		1.8		0.0								
INSTALLATION OF HARDWARE												
FY-98 4 KITS	[4]	0.0										
FY-99 338 KITS	[304]	0.3	[34]	0.1								
FY-00 201 KITS			[159]	0.2	[42]	0.1						
FY-01 20 KITS					[20]	0.0						
TOTAL INSTALL	308	0.3	193	0.2	62	0.1						
TOTAL COST (BP-1100)	543	31.9	20	2.3		0.1						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							563	4.3
KITS NONRECUR								3.3
EQUIPMENT							[563]	22.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.8
SIM/TRAINER							[23]	0.6
SUPPORT-EQUIP								
OGC								1.8
INSTALLATION OF HARDWARE								
FY-98 4 KITS							[4]	0.0
FY-99 338 KITS							[338]	0.3
FY-00 201 KITS							[201]	0.2
FY-01 20 KITS							[20]	0.0
TOTAL INSTALL							563	0.6
TOTAL COST (BP-1100)							563	34.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		05/98	11/98	10/99	04/01	
Delivery Date (Month/CY)		09/98	05/99	04/00	10/01	

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input								4				4	50	51	59	70	70	45	48	51	49	17	15	15
Output								4				3	47	55	55	69	72	48	48	51	49	17	15	15

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: REDUCED VERTICAL SEPARATION MINIMA MN-6030

Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This modification installs precision altitude measuring equipment to allow KC-135 aircraft to operate in premium reduced vertical separation ICAO airspace. RVSM meets oceanic vertical requirements and allows aircraft to operate between FL290 to FL410 preventing operation in non-optimum regimes. FY97-98 NRE is for KC-135R model's design. FY99 NRE is for KC-135E model's design. FY00 NRE is for unique, R/T's design and KC-135E model completion. FY01 and FY02 Kits NRE contains funding for Block 35 Mods (Special Purpose Aircraft Mod). FY97-98 installs for prototypes were accounted for in FY97-98 NRE. FY01 Equipment NRE ensures KC-135 nuclear biological, chemical (NBC) environments not degraded. This modification is part of Block 30 and is baselined with mod Pacer CRAG (3150PC), Nav/Safety (3149), and TAWS.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	331	5.6	204	1.6	28	0.2						
KITS NONRECUR		21.1		9.8		2.6						
EQUIPMENT	[331]	30.6	[204]	18.5	[28]	2.6						
EQUIP		0.6	[1]	0.4								
NONREC												
CHANGE ORDERS		1.3		2.3		2.1						
DATA		1.6		0.6		0.3						
SIM/TRAINER	[15]	4.7	[5]	0.4								
SUPPORT-EQUIP		1.1		1.1		0.4						
WARRANTY		1.0		0.3		0.0						
OGC		6.1		1.7		2.1						
INSTALLATION OF HARDWARE												
FY-97 1 KITS	[1]											
FY-98 6 KITS	[6]											
FY-99 122 KITS	[122]	5.0										
FY-00 202 KITS	[54]	2.2	[148]	6.1								
FY-01 204 KITS			[20]	0.8	[184]	7.9						
FY-02 28 KITS					[28]	1.2						
TOTAL INSTALL	183	7.2	168	6.9	212	9.1						
TOTAL COST (BP-1100)	331	80.9	204	43.7	28	19.3						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							563	7.4
KITS NONRECUR								33.5
EQUIPMENT							[563]	51.7
EQUIP NONREC							[1]	1.0
CHANGE ORDERS								5.6
DATA								2.5
SIM/TRAINER							[20]	5.1
SUPPORT-EQUIP								2.7
WARRANTY								1.4
OGC								9.8
INSTALLATION OF HARDWARE								
FY-97 1 KITS							[1]	
FY-98 6 KITS							[6]	
FY-99 122 KITS							[122]	5.0
FY-00 202 KITS							[202]	8.3
FY-01 204 KITS							[204]	8.7
FY-02 28 KITS							[28]	1.2
TOTAL INSTALL							563	23.2
TOTAL COST (BP-1100)							563	143.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/97	06/98	03/99	11/99	12/00	12/01	
Delivery Date (Month/CY)	06/98	12/98	09/99	05/00	06/01	06/02	

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input				1				6				6				42	44	46	44	42	44	40	42	54	55	54	49	
Output					1							6				42	44	46	44	42	44	40	42	54	55	54	49	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: 8.33 KHZ VHF RADIO MN-9702
 Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

This is a Global Air Traffic Management (GATM) communication modification. Increasing use will be made of VHF data links with data eventually being used more than voice. 8.33kHz DSB-AM voice operation provides an early relief for those areas experiencing a shortage of assignable voice channels at present. Kits FY01 NRE is for Block 35 Mods (Special Purpose Aircraft Mod). Prerequisite to mod GATM (MN 9709). Field level installation planned immediately upon receipt of kits.

Aircraft Breakdown: Active 271, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	292	6.1	273	5.1								
KITS NONRECUR				0.1								
EQUIPMENT	[292]	29.3	[273]	25.4								
EQUIP												
NONREC												
CHANGE ORDERS		0.3										
DATA		0.7		0.2								
SIM/TRAINER												
SUPPORT-EQUIP		0.3										
WARRANTY												
TRAINING		0.4										
OGC		0.7		0.1								
AWAITING BTR												
TOTAL COST (BP-1100)	292	37.8	273	30.9								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							565	11.3
KITS NONRECUR								0.1
EQUIPMENT							[565]	54.7
EQUIP NONREC								
CHANGE ORDERS								0.3
DATA								0.9
SIM/TRAINER								
SUPPORT-EQUIP								0.3
WARRANTY								
TRAINING								0.4
OGC								0.7
AWAITING BTR								
TOTAL COST (BP-1100)	<hr/>						565	68.7

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	07/99	01/00	12/00
Delivery Date (Month/CY)	09/99	02/00	01/01

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This Global Air Traffic Management (GATM) modification includes avionics upgrades, wiring interfaces, and associated preparation activities for added communications, navigation, and surveillance equipment needed for operation in oceanic airspace where reduced horizontal separations are implemented. The aeronautical satellite communications equipment provides a beyond line of sight communications capability to support controller-pilot data link communications (CPDLC), and automatic reporting of the aircraft's GPS-derived position (automatic dependent surveillance, ADS). It provides direct pilot to controller voice communications. The second HF radio and HF data link (HFDL) modem provide a backup to the SATCOM data link. Dual CMUs prevent a single point of failure in the ATC data link system. Kit NRE contains funds for KC-135 E/R/T GATM prototypes and outyear NRE for unique variants. Funds for kits and installation for annual aircraft lots being obligated in the same fiscal year, as required by the GATM contract. Mod Prep includes the cost of circuit breakers (CB) and transformer rectifiers (TR) Kits.

Aircraft Breakdown: Active 270, Reserve 68, ANG 222

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	0.9			50	9.2	50	9.2	74	14.2	90	16.8
KITS NONRECUR		9.1								5.0		6.0
EQUIPMENT	[4]	2.1			[50]	27.5	[50]	28.3	[74]	43.2	[90]	50.8
EQUIP		27.2										
NONREC												
CHANGE ORDERS		5.2		2.5		4.0		1.1		3.7		4.1
DATA		3.2		0.2		0.4		0.7		0.7		0.7
SIM/TRAINER	[1]	0.2	[1]	8.6	[2]	4.7	[10]	5.4	[6]	2.9		
SUPPORT-EQUIP				0.5		2.0						0.1
MILSTRIP		1.5		0.7		4.0		4.9		5.4		8.4
MOD Prep		3.6		3.1		2.7		3.6		6.8		10.0
WARRANTY		0.1		0.1		2.3		2.4		4.4		4.0
OGC		4.2		1.3		1.4		1.3		2.3		3.1

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99	1	3.2										
FY-00	3	4.3										
FY-01	0		[1]	2.0								
FY-02	50				[50]	28.5						
FY-03	50						[50]	29.4				
FY-04	74								[74]	42.1		
FY-05	90										[90]	45.4
FY-06	75											
FY-07	75											
FY-08	75											
FY-09	67											
TOTAL INSTALL	3	7.5	1	2.0	50	28.5	50	29.4	74	42.1	90	45.4
TOTAL COST (BP-1100)	4	64.8		19.0	50	86.7	50	86.3	74	130.5	90	149.3

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	75	14.9	75	15.1	142	30.5	560	110.8
KITS NONRECUR		6.0		10.0				36.1
EQUIPMENT	[75]	44.4	[75]	45.0	[142]	91.1	[560]	332.4
EQUIP NONREC								27.2
CHANGE ORDERS		1.7		2.0		9.8		34.0
DATA		0.6		0.6		1.1		8.2
SIM/TRAINER							[20]	21.8
SUPPORT-EQUIP								2.5
MILSTRIP		6.3		4.5		14.2		49.9
MOD Prep		5.4		6.4		9.0		50.5
WARRANTY		3.3		3.5		7.0		27.0
OGC		3.8		3.5		7.8		28.8
INSTALLATION OF HARDWARE								
FY-99 1 KITS							[1]	3.2
FY-00 3 KITS							[2]	4.3
FY-01 0 KITS							[1]	2.0
FY-02 50 KITS							[50]	28.5
FY-03 50 KITS							[50]	29.4
FY-04 74 KITS							[74]	42.1
FY-05 90 KITS							[90]	45.4
FY-06 75 KITS	[75]	42.5					[75]	42.5
FY-07 75 KITS			[75]	42.8			[75]	42.8
FY-08 75 KITS					[75]	44.1	[75]	44.1
FY-09 67 KITS					[70]	42.4	[70]	42.4
TOTAL INSTALL	75	42.5	75	42.8	145	86.5	563	326.8
TOTAL COST (BP-1100)	75	129.0	75	133.4	142	257.0	560	1056.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>
Contract Date (Month/CY)	10/99	12/99	12/01	03/02	12/02	12/03	12/04	12/05	12/06	12/07	12/08		
Delivery Date (Month/CY)	06/02	06/02	06/02	02/03	10/03	10/04	10/05	10/06	10/07	10/08	10/09		

Installation Schedule

Quarters	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>								
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input									1			1				2					6	12	16	16	16	16	18	18	18	18	18	18	20	22	23	22	23
Output																4					6	12	16	16	16	16	16	18	18	18	18	18	18	20	22	23	22

Installation Schedule Continued

		<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	19	19	19	18	19	19	19	18	19	19	19	18	18	18	17	14					
Output	23	19	19	19	18	19	19	19	18	19	19	19	18	18	18	17	14				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ELECTROMAGNETIC PULSE MN-9737
 Models of Aircraft Affected: C/KC-135

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

This modification incorporates the Interphone (MN 4310) and RVSM (MN 6030) modifications which are both on-going Global Air Traffic Management (GATM) communication/navigation requirements. USSTRANSCOM's annual Planning Factor Update highlighted system vulnerability to EMP threat environment associated with the KC-135 incorporation of digital technology. For aircraft having a single integrated operation plan (SIOP) mission, any GATM modification must maintain the same level of electromagnetic pulse protection as the system it replaces. The incorporation of this modification ensures the KC-135 Interphone and RVSM modifications do not degrade the capability of the KC-135 in a nuclear, biological, and chemical (NBC) environment.

Aircraft Breakdown: Active 253, Reserve 68, ANG 222

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					232	5.1	311	6.8				
KITS NONRECUR						0.4						
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						0.1		0.1				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.0		0.0				
TOTAL COST (BP-1100)					232	5.6	311	6.9				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							543	11.9
KITS NONRECUR								0.4
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.3
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.0
TOTAL COST (BP-1100)	<hr/>						543	12.5
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-02

FY-03

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LD/HD RIVET JOINT TRAINER MN-9810
 Models of Aircraft Affected: RC-135 Rivet Joint

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Procures one new LD/HD Rivet Joint pilot simulator. Increased investment in weapon system simulators will reduce demand on LD/HD aircraft where PERSTEMPO and OPTEMPO pressures are most acute.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[1]	14.9						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						14.9						
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER							[1]	14.9	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								14.9
(Totals may not add due to rounding)									

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	12/01		
Delivery Date (Month/CY)	12/03		

Installation Schedule

		<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				
		1	2	3	4	1	2	3	4	1	2	3	4	
Quarters	1													
Input	1													
Output									1					

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C/KC-135

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

These are low cost modifications. Mods are accomplished per the direction and priorities of the lead command, based on available resources.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		7.2		2.0		1.6		0.5		1.0		1.0
TOTAL COST (BP-1100)		7.2		2.0		1.6		0.5		1.0		1.0
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.0		0.5				14.7
TOTAL COST (BP-1100)		1.0		0.5				14.7

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: FM IMMUNITY MN-DC101
 Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

FY00 congressional FM Immunity plus-up funds added. This modification provides an interim GATM capability to meet ICAO Protected ILS requirements. This modification effort will reduce/eliminate the number of non-compliant aircraft and reduce the increased operational risk and operational restrictions placed on non-compliant aircraft by host nations. The program consists of modifying Pacer CRAG aircraft to accept an FM Immunity receiver and the procurement of a limited number of FM Immunity receivers. Field level installation planned immediately upon receipt of kits.

Aircraft Breakdown: Active 254, Reserve 70, ANG 222

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	[4]	0.0	[542]	0.1								
KITS NONRECUR												
EQUIPMENT	[4]	0.1	[178]	6.0								
EQUIP												
NONREC												
CHANGE ORDERS		0.4										
DATA		0.1										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.2		0.2								
TOTAL COST (BP-1100)		0.8		6.4								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS							[546]	0.1	
KITS NONRECUR									
EQUIPMENT							[182]	6.2	
EQUIP NONREC									
CHANGE ORDERS								0.4	
DATA								0.1	
SIM/TRAINER									
SUPPORT-EQUIP									
OGC								0.4	
TOTAL COST (BP-1100)	<hr/>								7.2

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 1 Month

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	09/00	12/00	
Delivery Date (Month/CY)	01/01	01/01	

02/13/2002
 FY 2003 PBR
 Modification Title and No: SIMULATOR UPGRADE MN-SIM135
 Models of Aircraft Affected: KC-135 SIMULATORS

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401897F Team MOBIL

Description/Justification

KC-135 Simulator upgrade program will add new, state-of-the-art Visual Upgrade Enhancement (VUE) systems, motion bases, and Distributed Mission Training (DMT). Funds will upgrade 22 Simulators (19 R-model Operational Flight Trainer (OFT), 1 E-model Weapon System Trainer (WST), and 2 Boom Operator Part Task Trainer (BOPTT)). The 60 kits are installed as upgrades on the 19 OFTs at different times. Kits consist of 19 VUE kits, 14 Motion kits, 5 Retrofit Motion kits, and 22 DMT kits making FY kit procurement unique. That is why funded kits exceed the number of Simulators. Kit costs per year are driven by quantity/kit types being purchased. For example; in FY00, 17 kits were purchased. 5 VUE kits at \$1,780,321 each, 9 New Motion Production/DCL kits at \$947,127 each, and 3 Retrofit Motion Production/DCL kits at \$353,919 each. Motion kit installs are included in the overall kit price, however, the VUE kit installs are priced separately from the VUE kits. VUE installations are purchased with prior year funds due to lead time delivery and cost savings to the government. For example; FY02 installations are purchased with FY01 funds resulting in approve 500K/30% cost savings with no risk to the government. These upgrades will allow AMC to move flying proficiency training from the more expensive aircraft to the simulator. The two NRE FY99 purchases are for one new motion prototype and one retrofit motion prototype. The two NRE FY02 purchases are for two prototype DMT kits. This program supports AMC C-MNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 I/II/III.

Aircraft Breakdown: Active 16, Reserve 1, ANG 5

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	27	20.4	9	12.5			20	6.9				
KITS NONRECUR	2	3.6			2	2.5						
EQUIPMENT		3.0		0.8		0.9		2.8		1.0		
EQUIP												
NONREC												
CHANGE ORDERS										0.1		
DATA		2.8		1.0						0.3		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF H	[7]	3.2	[12]	5.5								
OGC		0.1		0.3		0.2		0.3		0.1		
TOTAL COST (BP-1100)	29	33.1	9	20.1	2	3.6	20	9.9		1.4		

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							56	39.8
KITS NONRECUR							4	6.2
EQUIPMENT								8.5
EQUIP NONREC								
CHANGE ORDERS								0.1
DATA								4.1
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF H							[19]	8.6
OGC								0.9
TOTAL COST (BP-1100)							60	68.1

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)				03/99	12/99	12/00	12/01	12/02	
Delivery Date (Month/CY)				03/00	12/00	12/01	12/02	12/03	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C/KC-135

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

The Terrain Awareness and Warning System (formerly known as the Ground Collision Avoidance System - Mod 3368) is a congressionally-mandated system that alerts aircrews to flight profiles that project an impact with the ground. It implements the Enhanced Ground Proximity Warning System and uses data from existing aircraft sensors to project the aircraft flight path forward in time and avoid controlled flight into terrain incidents. This mod is part of Block 30 and is baselined with Pacer CRAG (3150PC), Nav/Safety (3149), and RVSM (6030). The program is also part of the Block 35 installation on special purpose C-135 aircraft and D-model tankers. Higher installation cost per unit in FY01-02 is due to higher expected costs of retrofits at BAE Systems and for higher cost of Block 35 installations.

Aircraft Breakdown: Active 271, Reserve 70, ANG 222

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	518	16.8	41	1.6								
KITS NONRECUR	4	10.0		0.1								
EQUIPMENT	[518]	26.2	[41]	2.2								
EQUIP	[4]	0.3										
NONREC												
CHANGE ORDERS		1.5		0.3								
DATA		9.1										
SIM/TRAINER	[20]	3.4										
SUPPORT-EQUIP												
OGC		1.9		0.3		0.7						
TRAINING		0.4										
INSTALLATION OF HARDWARE												
FY-96 15 KITS	[15]	0.6										
FY-97 226 KITS	[214]	8.6	[12]	0.5								
FY-98 25 KITS			[25]	1.0								
FY-99 81 KITS			[81]	3.1								
FY-00 175 KITS			[72]	2.8	[103]	4.4						
FY-01 41 KITS					[41]	2.2						
TOTAL INSTALL	229	9.1	190	7.4	144	6.6						
TOTAL COST (BP-1100)	522	78.8	41	11.8		7.3						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							559	18.4
KITS NONRECUR							4	10.1
EQUIPMENT							[559]	28.4
EQUIP NONREC							[4]	0.3
CHANGE ORDERS								1.8
DATA								9.1
SIM/TRAINER							[20]	3.4
SUPPORT-EQUIP								
OGC								2.9
TRAINING								0.4
INSTALLATION OF HARDWARE								
FY-96 15 KITS							[15]	0.6
FY-97 226 KITS							[226]	9.1
FY-98 25 KITS							[25]	1.0
FY-99 81 KITS							[81]	3.1
FY-00 175 KITS							[175]	7.2
FY-01 41 KITS							[41]	2.2
TOTAL INSTALL							563	23.2
TOTAL COST (BP-1100)							563	97.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)					09/97	09/97	12/97	03/99	12/99	12/00	
Delivery Date (Month/CY)					05/98	03/98	06/98	09/99	06/00	06/01	

Installation Schedule

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarters	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	35	55	57	57	48	50	48	44	48	62	34																					
Output	4	52	56	60	47	51	48	45	50	68	45	12																				

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-3				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$117.577	\$90.695	\$29.478	\$28.186	\$31.007	\$45.950	\$141.090	

This line item funds modifications to the E-3 aircraft. The four engine E-3 is a modified Boeing 707 airframe which carries airborne radar and provides all-altitude air surveillance, threat warning, and control of theater air forces. The primary modification budgeted in FY03 is the Radar System Improvement program. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3150	NAVSTAR GLOBAL POSI	2.2	0.9							68.2
	3371	ELECTRONIC SUPPORT	3.5								347.2
	3402	DATA ANALYSIS PROGR	0.1								105.1
	3403	HF MESSENGER		1.9							1.9
	3404	ATC COMPLIANCE				1.6		16.3	17.2		35.1
	50001P	PDMA	1.7	1.9	4.6	2.8	0.8	5.3	3.0		33.1
	50001T	BLOCK 40/45 BLOCK UP							71.7		71.7
	70001C	INTEGRATED BROADCA	1.4	1.4	1.8						18.8
	7266	RADAR SYSTEM IMPRO	108.2	84.7	21.6	21.0	4.6				536.8
	8662	AETC MTD UPGRADES-						0.1	0.5		0.7
	9709	GLOBAL AIR TRAFFIC M							28.5		28.5
	99999X	LOW COST MODIFICATI		0.1	1.5	0.1	0.1	0.1	0.1		1.5
	DC101	FM IMMUNITY	0.4								1.7
	T007	C2ISR TACTICAL DATA L					17.9	6.2	6.3		30.4
	T8135	SATCOM DAMA				2.8	7.7	18.1	13.8		42.3
	Z88888	REPROGRAMMINGS	0.1								0.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 51	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-3			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$117.577	\$90.695	\$29.478	\$28.186	\$31.007	\$45.950	\$141.090

This line item funds modifications to the E-3 aircraft. The four engine E-3 is a modified Boeing 707 airframe which carries airborne radar and provides all-altitude air surveillance, threat warning, and control of theater air forces. The primary modification budgeted in FY03 is the Radar System Improvement program. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	COST <u>TO GO</u>	TOTAL <u>PROG.</u>
			TOTAL FOR CLASS P	117.6	90.8	29.5	28.3	31.1	46.0	141.2	0.0	1,323.8
TOTAL FOR AIRCRAFT E-3	117.6	90.8	29.5	28.3	31.1	46.0	141.2	0.0	1,323.8		

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 51	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150
Models of Aircraft Affected: E-3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

Navstar Global Positioning System (GPS) provides worldwide three-dimensional positioning/navigation for military aircraft. This effort is part of the E-3 Block 30/35 modification. In FY95, ECP 1204R2 was added to the contract to modify GPS with the Inertial Navigation System (GPS +INS=GINS). Various enhancements in FY01 provide compliance to mandated GPS requirements. The install kit (Group A kits) and installation costs are shown in the ESM mod, MN 3371. (33 Aircraft--32 Operational and 1 Test Aircraft). TS-3 was retrofitted with 3600 dollars shown on MN 3371 bringing the total to 33 A/C. This modification is baselined with MN 3371.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Satellites and control segments are currently in production/deployment. 3600 funding for this program is part of the total block 30/35 effort and is depicted on ESM, Mod 3371.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		8.5										
EQUIPMENT	32	45.5										
EQUIP		0.0										
NONREC												
CHANGE ORDERS												
DATA		4.3										
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING												
GFE		0.8										
SOFTWARE NONREC		3.3		0.8		0.6						
CONTRACTOR		1.0		0.5		0.2						
SUPPORT												
PROGRAM MNGMT		0.5		0.1		0.1						
OGC		0.1		0.1		0.0						
ICS		1.3		0.7		0.0						
INSTALLATION OF HARDWARE												
FY-93 3 KITS	[3]											
FY-95 9 KITS	[9]											
FY-96 10 KITS	[10]											
FY-97 10 KITS	[8]		[2]									
TOTAL INSTALL	30		2									
TOTAL COST (BP-1100)	32	65.2		2.2		0.9						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: ELECTRONIC SUPPORT MEASURES (ESM) MN-3371

Models of Aircraft Affected: E-3B/C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P

PE 0207417F Team INFO

Description/Justification

The Electronic Support Measures (ESM) system allows the E-3 to passively detect, locate, and identify airborne, shipborne, and ground based emitters. ESM provides threat warning capability. Data from the ESM system is presented at existing E-3 situation display console displays. ESM is part of the E-3 Block 30/35 modification. 3600 funds were used to procure two (initial prototype) install kits. This explains why the Total Funded and Total Install lines only show 31 kits for production and installation. Final Tech Orders prep and print are also included in FY01. (See Data) The schedule for installs was accelerated in May 1999 to retrofit (8) A/C in FY00 and (1) A/C in FY01. This explains the increase in install funds in FY00 and the decrease in FY01. However, a schedule slip on the production line forced an install to slip into FY01 for a total of two in that year. Install kits include funds for all Block 30/35 Mod Group A kits. All installation of hardware costs for all Block 30/35 mods are shown on this modification. This modification is baselined with MN 3150 and MN 3402. (33 Aircraft -- 32 Operational aircraft and 1 test aircraft.)

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		90.0										
PROCUREMENT (3010)												
INSTALL KITS	[31]	77.1										
KITS NONRECUR												
EQUIPMENT	31	123.0										
EQUIP		8.6										
NONREC												
CHANGE ORDERS												
DATA		3.2		0.0								
SIM/TRAINER	[5]	6.8										
SUPPORT-EQUIP		29.5										
ICS		4.4		0.3								
REFURB		1.3										
OGC		7.4		0.0								
WARRANTY		4.0										
GFE		6.0		0.1								
DMS (Diminished		0.6		0.2								
Manufacturing Sources)												
CONTRACT SUPPORT		1.7		0.2								
PROGRAM MNGMT		3.0		0.2								
INSTALLATION OF HARDWARE												
FY-93 3 KITS	[3]	5.7										
FY-95 9 KITS	[9]	14.8										
FY-96 9 KITS	[9]	25.1										
FY-97 10 KITS	[9]	21.6	[1]	2.5								
TOTAL INSTALL	30	67.1	1	2.5								
TOTAL COST (BP-1100)	31	343.7		3.5								

(Totals may not add due to rounding)

Installation Schedule Continued

		<u>FY-01</u>		
Quarters	1	2	3	4
Input	1			
Output	2	1		

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: HF MESSENGER MN-3403

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected:

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

The HF messenger e-mail system provides a low cost, quick to field, airborne, worldwide, and secure e-mail transmission/receive capability to E-3's through the High Frequency (HF) radio using automatic link establishment. HF E-mail allows the transfer of command and control, time critical data in almost any file format. Funding will procure the 22 mod kits for the operational E-3 fleet. RDT&E funding procures the mod kit for the test aircraft (TS-3).

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

n/a

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						1.8						
PROCUREMENT (3010)												
INSTALL KITS					[22]	0.3						
KITS NONRECUR						0.2						
EQUIPMENT					22	1.1						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						0.2						
SIM/TRAINER												
SUPPORT-EQUIP												
ICS						0.1						
PROGRAM MNGMT						0.1						
INSTALLATION OF HARDWARE												
FY-02 22 KITS					[22]							
TOTAL INSTALL					22							
TOTAL COST (BP-1100)					22	1.9						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								1.8
PROCUREMENT (3010)								
INSTALL KITS							[22]	0.3
KITS NONRECUR								0.2
EQUIPMENT							22	1.1
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								0.1
PROGRAM MNGMT								0.1
INSTALLATION OF HARDWARE								
FY-02 22 KITS							[22]	
TOTAL INSTALL							22	
TOTAL COST (BP-1100)							22	1.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		10/01
Delivery Date (Month/CY)		12/01

Installation Schedule

	Quarters	<u>FY-01</u>				<u>FY-02</u>			
		1	2	3	4	1	2	3	4
Input						7	7	8	
Output						7	7	8	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: PDMA MN-50001P
Models of Aircraft Affected: E-3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

These modifications are designed to keep the E-3 weapon system operational. The weapon system includes aircraft systems, trainers, support equipment, mission equipment and infrastructure. The modifications on the aircraft include a combination of the following: installation of jack points, fuel cell wiring harnesses, fuel boost pumps, dehumidification kits, engine bearing replacements/accessories, engine diagonal braces, fuel tank sealant, wing skins, stringers, wing spars (structural integrity), lower lobe aircraft corrosion removal, Anti-Ice Valves, Pressure Regulator Shut Off Valves, Environmental and Electrical Systems. These installations are necessary to sustain the reliability of the weapon system. A total of 35 kits were purchased of which 33 kits will be installed (one kit was lost in a plane crash and one kit was installed on a trainer). These kits are bundled in different configurations and will be installed with the given available funding constraints in each given year. The modifications and support to the trainers, support equipment and infrastructure include a combination of the following: Test Program Set Development, Packaging, Handling, Shipping and Transportation of government furnished parts and equipment, Infrastructure Analysis and Training Product Support. These modifications are base-lined with MN-50001C. These modifications are necessary to sustain the weapon system until 2035.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.8										9.5
PROCUREMENT (3010)												
INSTALL KITS	1	0.2					2	1.5	3	2.0	1	0.2
KITS NONRECUR	1	2.9										
EQUIPMENT	[35]	1.1										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.7		0.0								
SIM/TRAINER												
SUPPORT-EQUIP						0.8		0.4				
CONTRACTOR		1.9		1.2		0.5		1.6		0.2		0.1
SUPPORT												
PROGRAM MNGMT		0.4		0.1		0.1		0.8		0.5		0.4
OGC		0.6		0.2		0.1		0.2		0.0		0.0

Projected Financial Plan Continued

		PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
		<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-95	1 KITS												
FY-96	1 KITS	[1]	0.1										
FY-98	0 KITS	[4]	1.2										
FY-99	0 KITS	[11]	2.1										
FY-00	0 KITS	[8]	1.6										
FY-01	0 KITS			[4]	0.3								
FY-02	0 KITS					[4]	0.4						
FY-03	2 KITS							[1]	0.1	[1]	0.1	[1]	0.1
FY-04	3 KITS												
FY-05	1 KITS												
FY-06	8 KITS												
FY-07	4 KITS												
TOTAL INSTALL		24	5.0	4	0.3	4	0.4	1	0.1	1	0.1	1	0.1
TOTAL COST (BP-1100)		2	12.9		1.7		1.9	2	4.6	3	2.8	1	0.8

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								16.3
PROCUREMENT (3010)								
INSTALL KITS	8	1.8	4	0.7			19	6.4
KITS NONRECUR							1	2.9
EQUIPMENT							[35]	1.1
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.7
SIM/TRAINER								
SUPPORT-EQUIP								1.2
CONTRACTOR SUPPORT		0.7		0.9				7.2
PROGRAM MNGMT		0.7		0.1				3.1
OGC		0.1		0.2				1.4
INSTALLATION OF HARDWARE								
FY-95 1 KITS								
FY-96 1 KITS							[1]	0.1
FY-98 0 KITS							[4]	1.2
FY-99 0 KITS							[11]	2.1
FY-00 0 KITS							[8]	1.6
FY-01 0 KITS							[4]	0.3
FY-02 0 KITS							[4]	0.4
FY-03 2 KITS							[3]	0.3
FY-04 3 KITS								
FY-05 1 KITS								
FY-06 8 KITS	[8]	1.9					[8]	1.9
FY-07 4 KITS			[4]	1.1			[4]	1.1
TOTAL INSTALL	8	1.9	4	1.1			47	8.9
TOTAL COST (BP-1100)	8	5.3	4	3.0			20	33.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)		12/95	12/96											
Delivery Date (Month/CY)		09/96	09/97											

Installation Schedule

	<u>FY-95</u>			<u>FY-96</u>			<u>FY-97</u>			<u>FY-98</u>			<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input							1				1	1	1	1	1	2	3	3	3	2	2	2	2	1	1
Output							1				1	1	1	1	2	3	3	3	2	2	2	2	2	1	1

Installation Schedule Continued

		<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input										2	2	2	2	1	1	1	1								
Output	1									2	2	2	2	1	1	1	1								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: INTEGRATED BROADCAST SERVICE MN-70001C
Models of Aircraft Affected: E-3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

The Integrated Broadcast Service Stand-Alone Terminal provides US AWACS aircraft the capability to receive and display near-real time intelligence data broadcast via satellite networks (TIBS and TDDS). The program procures antennas, filters and receivers for 33 aircraft (32 Operational and 1 Test Aircraft) and carry-on processor-displays for up to 8 aircraft (only 8 aircraft will have IBS capability at any one time). This is a stand-alone system that is not integrated with the mission system. IBS will be integrated into the AWACS mission system during Block 40/45 (MN-50001T). TS-3's antennas, filters and receivers were installed by Boeing during pre-production. The program also procures six ground support terminals. In FY98 the original installation plan to have Contractor Field Team Installation accomplished in one year (thus the kits were bought in one year) was changed due to the fact LD/HD issues limit the amount and time operational E-3 aircraft can be removed from the fleet for modernation, which stretched the program out to FY03 (based on PDM install).

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

The 3600 funds supported Concept Exploration and Program Definition/Risk Reduction efforts for DII-GCCS compliance and incremental plug-and-play software upgrades through spiral development within the Offensive-Air IPT. FY98 3600 funding began PDRR for Cruise Missile Defense (CMD) upgrade.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.1										
PROCUREMENT (3010)												
INSTALL KITS	33	5.0										
KITS NONRECUR		1.5										
EQUIPMENT	[8]	2.4										
EQUIP		0.4										
NONREC												
CHANGE ORDERS												
DATA		2.3										
SIM/TRAINER	[2]	0.3										
SUPPORT-EQUIP	[4]	0.6										
ENG SUPPORT						0.0						
CONTRACTOR		0.9		0.8		0.7		0.9				
SUPPORT												
ICS		0.1		0.0		0.1		0.0				
PROGRAM MNGMT		0.1		0.1		0.1		0.3				
OGC		0.0		0.1		0.1		0.0				
INITIAL SPARES												
INSTALLATION OF HARDWARE												
FY-97 33 KITS	[10]	0.6	[8]	0.4	[8]	0.4	[7]	0.5				
TOTAL INSTALL	10	0.6	8	0.4	8	0.4	7	0.5				
TOTAL COST (BP-1100)	33	14.3		1.4		1.4		1.8				

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								1.1
PROCUREMENT (3010)								
INSTALL KITS							33	5.0
KITS NONRECUR								1.5
EQUIPMENT							[8]	2.4
EQUIP NONREC								0.4
CHANGE ORDERS								
DATA								2.3
SIM/TRAINER							[2]	0.3
SUPPORT-EQUIP							[4]	0.6
ENG SUPPORT								0.0
CONTRACTOR SUPPORT								3.3
ICS								0.3
PROGRAM MNGMT								0.5
OGC								0.2
INITIAL SPARES								
INSTALLATION OF HARDWARE								
FY-97 33 KITS							[33]	2.0
TOTAL INSTALL							33	2.0
TOTAL COST (BP-1100)							33	18.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)				01/97	06/98					
Delivery Date (Month/CY)				07/97	12/98					

Installation Schedule

	<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarters	1	2	3	4	1	2	3	4																								
Input	2	2	2	2	1	2	2	2																								
Output	2	2	2	2	1	2	2	2																								

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Modification Title and No: RADAR SYSTEM IMPROVEMENT PROGRAM MN-7266

Models of Aircraft Affected: E-3B/C

Center: ESC - Hanscom AFB, MA

Description/Justification

Funds concurrent acquisition and retrofit of the Radar System Improvement Program (RSIP) to enhance radar detection, Electronic Protection, and improve/expand radar maintenance capabilities. Total of 33 Aircraft required--32 Operational and 1 Test.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Complete. IOT&E Date: October 1996

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	15	3.4	8	1.4	9	1.5						
KITS NONRECUR		6.8										
EQUIPMENT	[15]	181.9	[8]	82.5	[9]	53.5						
EQUIP		20.2										
NONREC												
CHANGE ORDERS						0.5		1.5		0.7		
DATA		1.5		0.6		0.6		0.7		0.2		
SIM/TRAINER	[2]	23.2										
SUPPORT-EQUIP		7.9		2.6		9.9						
COMMODITY MOD		1.7		0.2		0.3		0.3		0.3		
DMS (Diminished		5.1		0.4		1.0		1.0		0.3		
Manufacturing Sources)												
ENG SUPPORT		1.8		5.5		5.3		5.0		5.4		
DEPOT		2.3		0.5		1.0		1.0		0.6		
ICS		12.3		2.4		0.3						
OGC		5.1		0.1		0.1		0.1		0.1		0.1
CONTRACTOR		6.6		2.8		3.2		3.1		1.5		0.4
SUPPORT												
PROGRAM MNGMT		4.3		5.1		5.1		3.6		3.9		2.0
GFE		3.7		0.8		0.5						
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	6.9										
FY-97 2 KITS	[2]	0.8										
FY-98 4 KITS	[2]	1.1	[2]	1.3								
FY-99 5 KITS			[3]	2.0	[2]	1.4						
FY-00 2 KITS					[1]	0.5	[1]	0.9				
FY-01 8 KITS							[5]	4.3	[3]	2.4		
FY-02 9 KITS									[7]	5.6	[2]	2.1
TOTAL INSTALL	6	8.9	5	3.2	3	1.9	6	5.2	10	8.0	2	2.1
TOTAL COST (BP-1100)	15	296.7	8	108.2	9	84.7		21.6		21.0		4.6

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							32	6.3
KITS NONRECUR								6.8
EQUIPMENT							[32]	318.0
EQUIP NONREC								20.2
CHANGE ORDERS								2.7
DATA								3.7
SIM/TRAINER							[2]	23.2
SUPPORT-EQUIP								20.4
COMMODITY MOD								2.6
DMS (Diminished Manufacturing Sources)								7.8
ENG SUPPORT								23.0
DEPOT								5.3
ICS								15.1
OGC								5.7
CONTRACTOR SUPPORT								17.7
PROGRAM MNGMT								24.2
GFE								5.0
INSTALLATION OF HARDWARE								
FY-96 2 KITS							[2]	6.9
FY-97 2 KITS							[2]	0.8
FY-98 4 KITS							[4]	2.4
FY-99 5 KITS							[5]	3.4
FY-00 2 KITS							[2]	1.4
FY-01 8 KITS							[8]	6.7
FY-02 9 KITS							[9]	7.6
TOTAL INSTALL							32	29.3
TOTAL COST (BP-1100)							32	536.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)				03/96	12/96	12/97	12/98	12/99	12/00	12/01	12/02		
Delivery Date (Month/CY)				03/98	12/98	12/99	12/00	12/01	12/02	12/03	12/04		

Installation Schedule

		<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																																	
		<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>															
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input	1	2	1	1	1	1		1	2	1	2	2	3	3	2	1	1																
Output	1	1	2	1	1	1	1	1	1	2	1	2	2	3	3	2	1	1															

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected:

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Description/Justification

Funds miscellaneous low cost modifications (not to exceed \$1.9M per year) needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. Funding in FY03 is for procurement of new items resulting from 3600 DMS studies, RM&A activities and identification of bad actors on the E-3 platform.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC						0.0		1.2		0.0		0.0
PROGRAM MNGMT								0.2				0.0
TOTAL COST (BP-1100)						0.0		1.5		0.0		0.0
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.0		0.0				1.2
PROGRAM MNGMT								0.3
TOTAL COST (BP-1100)		0.0		0.0				1.5

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-4			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$32.297	\$44.641	\$39.139	\$77.580	\$28.619	\$84.556	\$76.018

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC provides the National Command Authorities with a survivable airborne command and control platform and gives the President ready access to the National Military Command System. The primary modification budgeted in FY03 is the Infrastructure Modernization. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below. In FY02, E-4 received \$3.0 M as part of the Defense Emergency Relief Fund (DERF). Funding was used to modify the E-4B to use the DoD replacement messaging architecture (DMS) for both transmitting and receiving general messages while airborne. This capability is needed so that the E-4B can complete all of the NAOC missions. This is in support of Operation Noble Eagle. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3149F	FLIGHT DATA RECORDER	0.6	0.5							1.6
	3149T	TRAFFIC ALERT & COLLI	1.1	0.7							7.5
	3150	NAVSTAR GLOBAL POSI	7.2	3.1							39.6
	3410	NPES (NC2AIS) E-4B	0.8	0.9	0.5	0.5	0.5	0.6	0.6		4.7
	3505	MODIFIED MINIATURE R	15.5	7.2	4.7						32.6
	4374	E-4 MISSION COMMUNI	1.7								23.0
	4381	E-4B NATIONAL AIRBOR				51.9	18.1	27.2	10.1		107.3
	4381B	E-4B NATIONAL AIRBOR						47.8	45.0		92.8
	4382	UHF SATCOM RADIO RE		1.9	1.7						3.7
	4383	MESSAGE PROCESSIN		6.9							6.9
	4384	DEFENSE MESSAGING		6.7							6.7
	4386	NATIONAL COMMAND A		6.8							6.8
	4387	SENIOR LEADERS COM			19.0	9.0	3.0				31.0
	4388	VHF/FM			1.0	1.0					2.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-4			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$32.297	\$44.641	\$39.139	\$77.580	\$28.619	\$84.556	\$76.018

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC provides the National Command Authorities with a survivable airborne command and control platform and gives the President ready access to the National Military Command System. The primary modification budgeted in FY03 is the Infrastructure Modernization. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below. In FY02, E-4 received \$3.0 M as part of the Defense Emergency Relief Fund (DERF). Funding was used to modify the E-4B to use the DoD replacement messaging architecture (DMS) for both transmitting and receiving general messages while airborne. This capability is needed so that the E-4B can complete all of the NAOC missions. This is in support of Operation Noble Eagle. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
	9709	GLOBAL AIR TRAFFIC M			8.2	10.4	3.9				22.6
	9709D	E-4B GATM PHASE III						5.8	17.1		22.9
	99999S	SERVICE BULLETINS	2.9	7.6	2.0	2.7	1.1	1.1	1.2		36.4
	99999X	LOW COST MODIFICATI	1.1	2.0	2.0	2.0	2.0	2.0	2.0		19.1
	TAWS	TERRAIN AWARENESS	1.4	0.3							5.5
TOTAL FOR CLASS P			32.3	44.6	39.1	77.6	28.6	84.6	76.0	0.0	472.6
TOTAL FOR AIRCRAFT E-4			32.3	44.6	39.1	77.6	28.6	84.6	76.0	0.0	472.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 2	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

This is a Navigation Safety Modification that installs a Digital Flight Data Recorder (DFDR), Cockpit Voice Recorder (CVR) and Emergency Locator Transmitter (ELT). It provides post-mishap information concerning the pre-mishap pilot actions and aircraft system status. FY98 Low Cost Mod (99999X) funded prototype (\$1.915M). Prototype install Jun 99-May 00. The FY 99 install began 3rdQtr FY00 due to aircraft availability. Schedule is critical. Baselined with Mod #s 3149T, 3150, TAWS and 4374.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	0.0	1	0.0								
KITS NONRECUR EQUIPMENT	[2]	0.2	[1]	0.1								
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 1 KITS	[1]	0.4										
FY-00 1 KITS			[1]	0.5								
FY-01 1 KITS					[1]	0.5						
TOTAL INSTALL	1	0.4	1	0.5	1	0.5						
TOTAL COST (BP-1100)	2	0.6	1	0.6		0.5						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3	0.0
KITS NONRECUR								
EQUIPMENT							[3]	0.3
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-99 1 KITS							[1]	0.4
FY-00 1 KITS							[1]	0.5
FY-01 1 KITS							[1]	0.5
TOTAL INSTALL							3	1.3
TOTAL COST (BP-1100)							3	1.6

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/99	03/00	10/00		
Delivery Date (Month/CY)	11/99	08/00	03/01		

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																				
Input							1				1				1				1	
Output									1											1

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

This is a GATM-Surveillance modification that installs TCAS II/MODE 'S'. The Traffic Collision Avoidance System (TCAS) will provide a display for inbound aircraft traffic and provides both visual display corrective action and audible warning. Schedule is critical. This mod is baselined with 3149F, 3150, TAWS and 4374.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	0.6	1	0.1								
KITS NONRECUR		2.0										
EQUIPMENT	[3]	1.4	[1]	0.3								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 1 KITS	[1]	0.8										
FY-99 1 KITS	[1]	0.7										
FY-00 1 KITS			[1]	0.7								
FY-01 1 KITS					[1]	0.7						
TOTAL INSTALL	2	1.5	1	0.7	1	0.7						
TOTAL COST (BP-1100)	3	5.7	1	1.1		0.7						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.7
KITS NONRECUR								2.0
EQUIPMENT							[4]	1.7
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.3
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-98 1 KITS							[1]	0.8
FY-99 1 KITS							[1]	0.7
FY-00 1 KITS							[1]	0.7
FY-01 1 KITS							[1]	0.7
TOTAL INSTALL							4	2.9
TOTAL COST (BP-1100)							4	7.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	03/98	06/99	03/00	10/00			
Delivery Date (Month/CY)	06/99	12/99	09/00	04/01			

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1				1				1				1				1	
Output															1				1				1				1	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

PE 0302015F Team INFO

Description/Justification

This is a Navigation Safety modification. The Navstar Global Positioning system (GPS) provides worldwide three-dimensional positioning/navigation for military aircraft. Satellites broadcast high accuracy data signals which are received by user equipment to compute platform position/velocity and provide steering vectors to target locations. This mod will include a 'glass cockpit', new Flight Management System (FMS) and replaces the Delco Carousel IV-AT INS with the LTN-92 ring laser gyro INS. Kits were purchased to install earlier but technical problems in program and problems with FAA certification delayed the program and increased cost. The prototype installation was completed in Aug 97, but was fielded with operational restrictions to Supplemental Type Certificate (STC). FY97 Change Order funds corrections to lift these operational flight restrictions. GPS corrections installation was completed in May 00. Mod is baselined with 3149F, 3149T, TAWS & 4374.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	1.4	2	0.6								
KITS NONRECUR		3.2										
EQUIPMENT	[2]	3.3	[2]	2.4								
EQUIP		3.1										
NONREC												
CHANGE ORDERS		13.1										
DATA		3.3										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.2										
INSTALLATION OF HARDWARE												
FY-94 1 KITS	[1]	0.8										
FY-99 1 KITS	[1]	0.9										
FY-01 2 KITS			[1]	4.2	[1]	3.1						
TOTAL INSTALL	2	1.7	1	4.2	1	3.1						
TOTAL COST (BP-1100)	2	29.2	2	7.2		3.1						

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	2.0
KITS NONRECUR								3.2
EQUIPMENT							[4]	5.7
EQUIP NONREC								3.1
CHANGE ORDERS								13.1
DATA								3.3
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.2
INSTALLATION OF HARDWARE								
FY-94 1 KITS							[1]	0.8
FY-99 1 KITS							[1]	0.9
FY-01 2 KITS							[2]	7.4
TOTAL INSTALL							4	9.0
TOTAL COST (BP-1100)							4	39.6

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 21 Months

Follow-On Lead Time: 5 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	01/94					05/99		10/00		
Delivery Date (Month/CY)	10/95					10/99		03/01		

Installation Schedule

	Quarters	<u>FY-94</u>			<u>FY-95</u>			<u>FY-96</u>			<u>FY-97</u>			<u>FY-98</u>			<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>		
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									
Output																									
Input																									
Output																									

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: NPES (NC2AIS) E-4B MN-3410

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101316F

Team INFO

Description/Justification

Provides Nuclear Planning and Execution System (NPES) capability on the E-4B. Implements MOA dated 13 Dec 95, "Transition of Management for the NPES and successor, Nuclear Command and Control Automated Information System (NC2AIS)". NPES Configuration Management Board represented by Joint Staff J-38, USSTRATCOM. This will provide commonality with all nuclear C2 in support of NCA, Joint Staff, and nuclear CINCs. Funds will provide equipment and software for ADP systems technologies and capabilities on 4 A/C.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1	0.3	1	0.8	1	0.9	1	0.5		0.5		0.5
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS	[1]											
FY-01 1 KITS			[1]									
FY-02 1 KITS					[1]							
FY-03 1 KITS							[1]					
TOTAL INSTALL	1		1		1		1					
TOTAL COST (BP-1100)	1	0.3	1	0.8	1	0.9	1	0.5		0.5		0.5

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		0.6		0.6			4	4.7
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	
FY-01 1 KITS							[1]	
FY-02 1 KITS							[1]	
FY-03 1 KITS							[1]	
TOTAL INSTALL							4	
TOTAL COST (BP-1100)		0.6		0.6			4	4.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)				
Delivery Date (Month/CY)				

Installation Schedule

	1	<u>FY-00</u>			1	<u>FY-01</u>			1	<u>FY-02</u>			1	<u>FY-03</u>		
		2	3	4		2	3	4		2	3	4				
Quarters																
Input		1			1				1				1			
Output		1			1				1				1			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: MODIFIED MINIATURE RECEIVER TERMINAL MN-3505

Models of Aircraft Affected: E-4B, E-6B

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0303131F Team SPACE

Description/Justification

The Modified Miniature Receive Terminal (MMRT) program modifies existing Miniature Receive Terminals (MRT) for installation and integration into the E-4B National Airborne Operations Center (NAOC) and the E-6 Take Charge and Move Out (TACAMO) fleets. MRT is a VLF/LF receiver currently operational in the B-1B and B-52H. Group B kits will be drawn from available spares and non-SIOP tasked bombers. MMRT is a Joint Program with the Air Force as lead agency and receives funding via the Minimum Emergency Essential Communication Network (MEECN) program. Under the terms of a 26 Feb '96 MOU between the Air Force (ESC/TG) and the Navy (PEO/PMA-271), the Air Force is responsible for modifications to all existing MRTs in an effort to provide a common MMRT radio for both Air Force and Navy users. The Air Force is responsible for installing the MMRT on the E-4 while the Navy is responsible for installation on the E-6 aircraft. NAOC and TACAMO are essential components of the Nuclear Command and Control System. Specific production costs have been updated to reflect the current working government estimate and recent contractor proposals.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	27.1	[1]	1.4								
PROCUREMENT (3010)												
INSTALL KITS	2	0.8	1	0.4								
KITS NONRECUR	[1]	0.2										
EQUIPMENT	[11]	3.4	[37]	11.6	[27]	6.1						
EQUIP	[1]	0.2										
NONREC												
CHANGE ORDERS												
DATA			[1]	0.0		0.3	[1]	1.7				
SIM/TRAINER												
SUPPORT-EQUIP			[1]	0.9	[1]	0.4	[1]	2.6				
SPARES	[3]	0.6	[11]	2.2								
INSTALLATION OF HARDWARE												
FY-00 2 KITS												
FY-01 1 KITS			[1]	0.4								
FY-02 0 KITS					[1]	0.4						
FY-03 0 KITS							[1]	0.4				
TOTAL INSTALL			1	0.4	1	0.4	1	0.4				
TOTAL COST (BP-1100)	2	5.2	1	15.5		7.2		4.7				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[3]	28.5
PROCUREMENT (3010)								
INSTALL KITS							3	1.2
KITS NONRECUR							[1]	0.2
EQUIPMENT							[75]	21.1
EQUIP NONREC							[1]	0.2
CHANGE ORDERS								
DATA							[2]	2.0
SIM/TRAINER								
SUPPORT-EQUIP							[3]	3.9
SPARES							[14]	2.8
INSTALLATION OF HARDWARE								
FY-00 2 KITS								
FY-01 1 KITS							[1]	0.4
FY-02 0 KITS							[1]	0.4
FY-03 0 KITS							[1]	0.4
TOTAL INSTALL							3	1.2
TOTAL COST (BP-1100)							3	32.6

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)			11/00	12/01			
Delivery Date (Month/CY)			06/01	03/03			

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: E-4 MISSION COMMUNICATIONS UPGRADE MN-4374

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

The E-4 National Command Authority (NCA) communications upgrade is required to enable the NAOA to support its primary mission. The upgrade consists of integrating INMARSAT, which provides direct access to public switched telephone networks and military communications systems, and an upgraded UHF SATCOM system to provide full duplex voice communications, STU IIIs and Demand Assigned Multiple Access (DAMA) prototype and kit proof installs in FY00/01. DAMA production installs will be accomplished under mod #4382. Funded by SECDEF direction in FY95 and FY97 with congressional approval. Installs delayed due to aircraft availability. First Install Feb-Apr 97 funded with FY95 funds; 2nd Install Jun-Oct 98 funded with FY97 funds and third install Jun 99 - May 00 and funded with FY99 funds. This mod is baselined with Mod # 3149F, 3149T, 3150, & TAWS.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	2.7										
KITS NONRECUR		3.7										
EQUIPMENT	[4]	8.1										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		1.5										
SIM/TRAINER												
SUPPORT-EQUIP												
DAMA INSTALL		1.7		0.8								
INSTALLATION OF HARDWARE												
FY-95 1 KITS	[1]	1.9										
FY-97 1 KITS	[1]	0.8										
FY-99 1 KITS	[1]	0.9										
FY-00 1 KITS				[1]	0.9							
TOTAL INSTALL	3	3.5	1	0.9								
TOTAL COST (BP-1100)	4	21.3		1.7								

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	2.7
KITS NONRECUR								3.7
EQUIPMENT							[4]	8.1
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.5
SIM/TRAINER								
SUPPORT-EQUIP								
DAMA INSTALL								2.5
INSTALLATION OF HARDWARE								
FY-95 1 KITS							[1]	1.9
FY-97 1 KITS							[1]	0.8
FY-99 1 KITS							[1]	0.9
FY-00 1 KITS							[1]	0.9
TOTAL INSTALL							4	4.4
TOTAL COST (BP-1100)							4	23.0

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 4 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	06/96		02/97		10/98	01/00		
Delivery Date (Month/CY)	12/96		06/97		02/99	05/00		

Installation Schedule

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																																
Input									1								1												1			
Output										1								1								1						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: UHF SATCOM RADIO REPLACEMENT MN-4382
 Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

UHF SATCOM radio provides full duplex voice communications in support of the primary mission of the National Airborne Operations Center (NAOC). Current UHF SATCOM radio (USC 42 V1) installed on Mod #4374 has become obsolete. Will retrofit and replace current radio installed on two aircraft (73-1676 & 74-0787) with USC 42 V2.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	0.3	1	0.3				
KITS NONRECUR EQUIPMENT					[1]	0.8	[1]	0.8				
EQUIP NONREC CHANGE ORDERS DATA						0.2						
SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 1 KITS					[1]	0.7						
FY-03 1 KITS							[1]	0.7				
TOTAL INSTALL					1	0.7	1	0.7				
TOTAL COST (BP-1100)					1	1.9	1	1.7				

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	0.5
KITS NONRECUR								
EQUIPMENT							[2]	1.6
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-02 1 KITS							[1]	0.7
FY-03 1 KITS							[1]	0.7
TOTAL INSTALL							2	1.3
TOTAL COST (BP-1100)							2	3.7

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)			01/02	11/02	
Delivery Date (Month/CY)			09/02	07/03	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1								
Output																			1	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: MESSAGE PROCESSING SYSTEM MN-4383
Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

The existing Message Processing System (MPS) is a computer based system has become unsupported during FY01 due lack of a manufacturing base. Many of the components have become non-reparable as the OEMs drop support for their long out-of-production products. This modification replaces an existing system with one that retains the same capabilities but uses COTS-based components that are in production and expected to be supportable for the foreseeable future. The MPS serves as the interface between interior and exterior battle staff communication on- and off-board the E-4B, via four operator terminals. MPS provides the capability to receive and generate all types of message traffic required for the NAOC NCA mission, including Emergency Action Messages (EAMs), force direction and status messages, Tactical Warning and Attack Assessment (TW/AA) , and Commander-in-Chief networks (CINCNet), at all classification levels and compartments.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					4	0.2						
KITS NONRECUR						2.7						
EQUIPMENT					[4]	2.2						
EQUIP						0.3						
NONREC												
CHANGE ORDERS												
DATA						0.2						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 4 KITS						1.4	[4]					
TOTAL INSTALL						1.4	4					
TOTAL COST (BP-1100)					4	6.9						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.2
KITS NONRECUR								2.7
EQUIPMENT							[4]	2.2
EQUIP NONREC								0.3
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-02 4 KITS							[4]	1.4
TOTAL INSTALL							4	1.4
TOTAL COST (BP-1100)							4	6.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/01	
Delivery Date (Month/CY)	03/03	

Installation Schedule

		<u>FY-02</u>				<u>FY-03</u>			
		1	2	3	4	1	2	3	4
Quarters									
Input					2	2			
Output					2	2			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: DEFENSE MESSAGING SYSTEM MN-4384

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

Models of Aircraft Affected:

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0302015F

Team INFO

Description/Justification

Defense Messaging Service (DMS) provides a fully integrated, supportable, secure, accountable, and completely commercial-off-the-shelf multi-media capability for non-classified Internet Protocol Router (NIPRNET) and Secret Internet Protocol Router (SIPRNET) E-mail. DMS replaces Automatic Digital Network (AUTODIN) as the principal DoD-wide message format architecture by FY03. This modification will include new servers, displays, routers, Local Area Network (LAN), and other associated computer networking equipment. In FY02, Defense Messaging System received \$3.0M as part of the Defense Emergency Relief fund (DERF). Funding was used to acquire system engineering and integration through prototype installation in support of HOMELAND DEFENSE. This funding is not reflected in the FY02 program total.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					4	0.9						
KITS NONRECUR						1.3						
EQUIPMENT					[4]	1.2						
EQUIP						2.3						
NONREC												
CHANGE ORDERS												
DATA						0.2						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 4 KITS					[4]	1.0						
TOTAL INSTALL					4	1.0						
TOTAL COST (BP-1100)					4	6.7						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.9
KITS NONRECUR								1.3
EQUIPMENT							[4]	1.2
EQUIP NONREC								2.3
CHANGE ORDERS								
DATA								0.2
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-02 4 KITS							[4]	1.0
TOTAL INSTALL							4	1.0
TOTAL COST (BP-1100)							4	6.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 1 Month

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	11/01	
Delivery Date (Month/CY)	05/02	

Installation Schedule

		<u>FY-02</u>				<u>FY-03</u>			
		1	2	3	4	1	2	3	4
Quarters									
Input			2	2					
Output			1	2	1				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: NATIONAL COMMAND AUTHORITY CONFERENCING MN-4386

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

PE 0302015F

Team INFO

Description/Justification

National Command Authority (NCA) Conferencing provides secure voice communications over 4 MILSTAR networks simultaneously. DoD-wide NCA connectivity architecture incorporates NCA Conferencing requirements by FY03. E-4B fleet must this capability to remain an effective node in the NCA connectivity master-plan.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

		PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>											
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS					4	1.4							
KITS NONRECUR						2.2							
EQUIPMENT					[4]	1.2							
EQUIP						1.1							
NONREC													
CHANGE ORDERS													
DATA						0.1							
SIM/TRAINER													
SUPPORT-EQUIP													
INSTALLATION OF HARDWARE													
FY-02 4 KITS					[4]	0.7							
TOTAL INSTALL					4	0.7							
TOTAL COST (BP-1100)					4	6.8							

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	1.4
KITS NONRECUR								2.2
EQUIPMENT							[4]	1.2
EQUIP NONREC								1.1
CHANGE ORDERS								
DATA								0.1
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-02 4 KITS							[4]	0.7
TOTAL INSTALL							4	0.7
TOTAL COST (BP-1100)							4	6.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

Milestones

	<u>FY-02</u>
Contract Date (Month/CY)	11/01
Delivery Date (Month/CY)	04/02

Installation Schedule

		<u>FY-02</u>			
Quarters	1	2	3	4	
Input		2	2		
Output		2	2		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: SENIOR LEADERS COMMUNICATION SYSTEM (SLCS) MN-4387

Models of Aircraft Affected:

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

The SLCS Wideband Modification will provide the capability for Direct Broadcast Service (DBS), Global Broadcast System, full motion point-to-point video; video teleconferencing capability; access to defense information system network and public switch network for voice, video and data. E-4B has the requirement to provide NCA and their staff broadband information to adequately perform their duties as if they were in their home office.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

As of 2QFY02, an antenna study is underway. The study will be completed in FY02. The prototype installation will be developed using \$6.0M R&D of the total \$20.0M DERF funds provided under the general category of Improved Command and Control to the 'National Airborne Command Post' project. The E-4B program element (PE: 0302015F) received a total of \$18.2M FY02 DERF funds and the NAOC Ground Communications Network (PE: 0302052F) received \$1.8M.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	18.0				
PROCUREMENT (3010)												
INSTALL KITS							2	8.0	1	4.0		
KITS NONRECUR								4.0				
EQUIPMENT							[2]	7.0	[1]	3.5		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 2 KITS									[1]	1.5	[1]	1.5
FY-04 1 KITS											[1]	1.5
TOTAL INSTALL									1	1.5	2	3.0
TOTAL COST (BP-1100)							2	19.0	1	9.0		3.0
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[1]	18.0
PROCUREMENT (3010)								
INSTALL KITS							3	12.0
KITS NONRECUR								4.0
EQUIPMENT							[3]	10.5
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03 2 KITS							[2]	3.0
FY-04 1 KITS							[1]	1.5
TOTAL INSTALL							3	4.5
TOTAL COST (BP-1100)							3	31.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 7 Months

Follow-On Lead Time: 4 Months

Milestones

	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)	11/02	11/04		
Delivery Date (Month/CY)	06/03	03/05		

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				1				1			
Output								1				1				1

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

There are numerous miscellaneous modifications (service bulletins) anticipated for incorporation on the E-4 . These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to keep the weapon system in compliance with FAA standards/certification. FY02 increase due to Service Bulletin requirements for two (2) PDM aircraft and Airworthiness Directive (AD) 2000-14-11, Thrust Reverser Third Lock, design integration; FY03/04 increase to fund kit and installation effort for Thrust Reverser AD 2000-14-11.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		17.7		2.9		7.6		2.0		2.7		1.1
TOTAL COST (BP-1100)		17.7		2.9		7.6		2.0		2.7		1.1
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.1		1.2				36.4
TOTAL COST (BP-1100)		1.1		1.2				36.4

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-90

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: E-4

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

Center: OC-ALC - Tinker AFB Okla City, OK

Description/Justification

These are low cost modifications not to exceed \$1.9M per year which are necessary for reliability, maintainability, and/or improved system performance.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.2										
AIRCRAFT		5.8	1.1		2.0		2.0		2.0		2.0	
TOTAL COST (BP-1100)		6.0	1.1		2.0		2.0		2.0		2.0	

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.2
AIRCRAFT		2.0		2.0				18.9
TOTAL COST (BP-1100)		2.0		2.0				19.1

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: E-4B

Center: OC-ALC - Tinker AFB Okla City, OK

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

PE 0302015F Team INFO

Description/Justification

This is a Navigation Safety Modification. TAWS formerly called EGPWS increases pilot situation awareness by providing a 'look ahead' through the projection of the aircraft's position onto a digital database. It provides a visual graphic of terrain conflicts and substantially reduces many nuisance warnings. Prototype install on contract in FY98 and began install in Jun 99 due to aircraft availability. Prototype was completed in May 00. Schedule critical. This mod is baselined with Mod #3149F, 3149T (TCAS), 3150 and 4374.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	0.4	1	0.2								
KITS NONRECUR		1.4										
EQUIPMENT	[3]	1.3	[1]	0.3								
EQUIP												
NONREC												
CHANGE ORDERS		0.3										
DATA				0.5								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 1 KITS	[1]	0.3										
FY-99 1 KITS	[1]	0.1										
FY-00 1 KITS			[1]	0.4								
FY-01 1 KITS					[1]	0.3						
TOTAL INSTALL	2	0.4	1	0.4	1	0.3						
TOTAL COST (BP-1100)	3	3.8	1	1.4		0.3						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.6
KITS NONRECUR								1.4
EQUIPMENT							[4]	1.6
EQUIP NONREC								
CHANGE ORDERS								0.3
DATA								0.5
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-98 1 KITS							[1]	0.3
FY-99 1 KITS							[1]	0.1
FY-00 1 KITS							[1]	0.4
FY-01 1 KITS							[1]	0.3
TOTAL INSTALL							4	1.2
TOTAL COST (BP-1100)							4	5.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 11 Months

Follow-On Lead Time: 8 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/98	05/99	02/00	10/00		
Delivery Date (Month/CY)	05/99	01/00	10/00	06/01		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input					1				1				1											
Output									1				1											1

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-8B			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$33.948	\$66.458	\$19.307	\$33.186	\$44.705	\$30.767	\$33.174

This line item funds modifications to the E-8 aircraft. The E-8 is a modified Boeing 707-300 airframe called Joint Surveillance and Target Attack Radar System (JSTARS). The JSTARS was developed for ground surveillance, targeting and battle management. The primary modification budgeted in FY03 is the Computer Replacement Program (CRP). Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	38200	RELIABILITY, MAINTAIN		20.7	2.6	4.5	4.0	4.6	4.5		40.9
	38201	CRP (COMPUTER REPL	33.9	42.3	14.1	13.2					164.3
	38202	SATCOM (SATELLITE C			0.4	5.4	36.5	7.6			50.0
	38203	KILL CHAIN ENHANCEM		3.5	2.2	10.1	3.1	4.8	4.8		28.7
	9709	GLOBAL AIR TRAFFIC M					1.0	13.7	23.8		38.5
TOTAL FOR CLASS P			33.9	66.5	19.3	33.2	44.7	30.8	33.2	0.0	322.3
TOTAL FOR AIRCRAFT E-8B			33.9	66.5	19.3	33.2	44.7	30.8	33.2	0.0	322.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: RELIABILITY, MAINTAINABILITY, AVAILABILITY (RMA) and FLEET RETROFIT MODS
MN-38200

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P

PE 0207581F Team INFO

Description/Justification

Aircraft and Prime Mission Equipment (PME) RMA modifications are required to achieve and maintain the warfighter requirements for Mission Capability rates and aircraft availability levels. These modifications arise from several sources: (1) aircraft system especially RMA -oriented Engineering Change Proposals or retrofit items, including fuel systems, transmitter/indicators, and engine build up components (2) Diminishing Manufacturing Sources (DMS) not corrected through major block upgrade programs, (3) implementation of Boeing service bulletins (SB), FAA airworthiness directives (AD), and Northrop Grumman program alert orders (PAOs) and (4) correction of Category 1 deficiency reports (DR) or Class A mishaps which are urgent in nature. Significant FY02 efforts included Fuel Tank Re-seal/De-seal for five aircraft, and modification of the T-1 cockpit

The funding below is associated with items (1), (2) and (3). Fuel Tank Reseal/Deseal for one aircraft is the most significant effort in FY03. No funding is currently programmed for item (4). However, in the event of a category I (critical) deficiencies or class A mishap, if funds remain which have not been committed, they will be used to cover these urgent situations.

Any ECP's required have historically been funded out of the program ECO line as these aircraft moved through production. As the program has matured, the ECP kits and installation efforts have shifted focus from production line assets to operational assets. A modification (BP11) line for Retrofit ECPs was not originally laid into the program. For FY01 and prior the Air Force will use it's reprogramming flexibility to realign funds between BP10 and BP11 to support fleet mods resulting from approved ECPs. This will provide greater mission capability, higher mission reliability, and maximize aircraft availability in support of the user's (ACC) mission.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT						19.5		2.4		4.3		3.8
PMA						1.2		0.2		0.3		0.3
TOTAL COST (BP-1100)						20.7		2.6		4.5		4.0
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		4.3		4.2				38.4
PMA		0.3		0.3				2.5
TOTAL COST (BP-1100)		4.6		4.5				40.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	12/01	11/02	11/03	11/04	11/05	11/06
Delivery Date (Month/CY)	09/02	09/03	09/04	09/05	09/06	09/07

Installation Schedule

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input																								
Output																								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: CRP (COMPUTER REPLACEMENT PROGRAM) MN-38201

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P
PE 0207581F Team INFO

Description/Justification

Retrofit required due to actual/potential Diminishing Manufacturing Sources/parts obsolescence. This modification replaces items such as the current Militarized General Purpose Computers, Operator Work Stations, Programmable Signal Processors, and Radar Control Units/Pulse Compression Units with COTS equivalents. This modification is the baseline for all future upgrades. Kit and install costs negotiated and reflected in the 'B Tables' of the contract. Efforts to be accomplished through a combination of modifications and in-line production. This line also addresses items such as ECP's, DMS, etc., required to accomplish the program and meet the User's (ACC) operational requirements. P1 through P10 will be retrofit. P11 and on will receive CRP in the production line.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

The contract for the Engineering and Manufacturing Development (EMD) effort was awarded in May 1997. RDT&E funds development of the hardware and software production representative configuration required to integrate the new COTS Prime Mission Equipment (PME) into the Joint STARS configuration baseline. The CRP EMD program has successfully completed combined DT/OT ground and flight testing of the production representative configuration. DD250 for the CRP EMD baseline was signed 31 Oct 00. Insertion of the CRP baseline into the Joint STARS production line and retrofit modification activities for the currently fielded Joint STARS aircraft have begun. Retrofit modifications will occur using a kits and installs approach. The install schedule is dependent upon the 93ACW maintenance planning and may change as a result of future maintenance activities (i.e. WSIP and Fuel Cell Reseal) and unplanned flying hour activity (i.e. contingencies). The Joint STARS RDT&E support and training systems will be upgraded/procured to reflect the new CRP baseline configuration in FY01-02 (Mission Maintenance Trainer, Transportable Mission Support System, Software Maintenance System), and FY04-05 (Maintenance Crew Training System, PME Maintenance Trainer). The first CRP-equipped jet was delivered in Aug 01.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		93.9		25.8		15.2				7.9		4.4
PROCUREMENT (3010)												
INSTALL KITS	5	4.4	2	1.7	3	2.6						
KITS NONRECUR EQUIPMENT	[5]	50.5	[2]	25.0	[3]	30.3						
EQUIP NONREC												
CHANGE ORDERS		0.6										
DATA		1.1		0.2		0.1						
SIM/TRAINER SUPPORT-EQUIP												
INTEGRATION		4.1										
PMA				3.5		2.8		1.6		3.5		
INSTALLATION OF HARDWARE												
FY-99 3 KITS			[1]	3.5	[2]	6.4						
FY-00 2 KITS							[2]	6.3				
FY-01 2 KITS							[2]	6.3				
FY-02 3 KITS									[3]	9.6		
TOTAL INSTALL			1	3.5	2	6.4	4	12.5	3	9.6		
TOTAL COST (BP-1100)	5	60.8	2	33.9	3	42.3		14.1		13.2		

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: KILL CHAIN ENHANCEMENT MODIFICATIONS MN-38203

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P
PE 0207581F Team INFO

Description/Justification

To execute the kill chain, the warfighter must find, fix, track, target and engage enemy threats, as well as assess the overall battlespace. Joint STARS will support warfighter execution of the kill chain by continuously looking for relatively low-cost emerging technologies that greatly increase system and system-of-systems capability.

The FY02 funding of \$3.5M is a Congressional plus-up for the Joint Service Workstation (JSWS) initial AOC.

Current FY03 efforts include a Tracker Performance Improvement program and Phase 2 of the Distributed Mission Training (DMT) effort. The Tracker Performance Improvement program is a software modification that will provide the airborne operator additional data on the status of a track and improve the operator's ability to fuse sensor data and external data. This will allow the shooter to receive a more accurate picture of enemy threats to engage. The DMT will enable the warfighter to train in a distributed mission environment - real time in a joint manner with remote locations. This will allow JSTARS to train in a collaborative manner with other Air Force sensors and shooters as well as Army ground nodes to simulate a mission.

Current budgeted dollars reflect the most likely cost of the above modifications. There is a small chance that the contractor-DoD team could field these modifications at lower than expected cost, or that other low cost candidate enhancements will come to the fore that rank more highly. Candidates typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize potential enhancements. Prioritization is based on immediate benefit to the warfighter, technical feasibility, and overall executability. All candidates will (1) greatly improve system capability with respect to finding, fixing, tracking or targeting enemy targets or assessing the battlespace, (2) be within the current budget and (3) be executed within contractual and fiscal guidelines and regulations.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)						1.0		0.4		1.3		1.4
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP									7.4			
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PMA								0.3		0.3		0.3
INTEGRATION						3.5		2.0		2.5		2.9
TOTAL COST (BP-1100)						3.5		2.2		10.1		3.1
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.4		1.3				6.7
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								7.4
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
PMA		0.3		0.3				1.4
INTEGRATION		4.6		4.5				19.9
TOTAL COST (BP-1100)		4.8		4.8				28.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	11/02	11/03	11/04	11/05	11/06	11/07
Delivery Date (Month/CY)	11/03	11/04	11/05	11/06	11/07	

Installation Schedule

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																								
Output																								

THIS PAGE INTENTIONALLY LEFT BLANK

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: H-1				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$0.597	\$0.282	\$0.473	\$0.621	\$0.635	\$1.362	\$1.402	

This line item funds modifications to the UH-1N aircraft. The two engine UH-1N is a light-lift, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. Specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
P-S	99999A	LOW COST SAFETY MO						0.7	0.7		1.4
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	1.4
P	99999X	LOW COST MODIFICATI	0.4	0.3	0.5	0.6	0.6	0.7	0.7		4.4
	Z88888	REPROGRAMMINGS	0.2								0.7
TOTAL FOR CLASS P			0.6	0.3	0.5	0.6	0.6	0.7	0.7	0.0	5.0
TOTAL FOR AIRCRAFT H-1			0.6	0.3	0.5	0.6	0.6	1.4	1.4	0.0	6.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 54	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: LOW COST MODIFICATIONS

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: H-1 Class P
 PE 0101235F Team SPACE

Description/Justification

Low cost modifications (under \$900K). Includes transmission fifth mount for the UH-IN.
 Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.6		0.4		0.3		0.5		0.6		0.6
TOTAL COST (BP-1100)				0.4		0.3		0.5		0.6		0.6

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.7		0.7				4.4
TOTAL COST (BP-1100)		0.7		0.7				4.4
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: H-60				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$22.329	\$25.996	\$40.640	\$61.101	\$39.766	\$20.314	\$5.251	

This line item funds modifications to the HH-60 helicopter. The HH-60 is a twin engine, aerial refuelable helicopter capable of performing combat search and rescue missions day or night. The overall goal of the modifications budgeted in FY03 is to install the -701 engine in the HH-60 and provide enhanced communications capability. The primary modification budgeted in FY03 is the Upgrade Communications and Navigation modification. Specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	6590	INSTALLATION OF SELF	6.0	7.3	6.6	3.3	0.8				32.5
	8258	AN/AAQ-16B FLIR				25.8	6.8	1.3			49.3
	8494	UPGRADE CDU TO 486	1.6	0.9							2.5
	8560	SERVICE LIFE EXTENSI	3.3	3.2	7.2	3.9					17.6
	99999S	SERVICE BULLETINS		0.1							0.1
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.7
	T8415	UPGRADE COMMUNICA	11.2	14.6	26.8	28.1	32.2	19.0	5.2		152.1
	Z88888	REPROGRAMMINGS	0.1								0.3
TOTAL FOR CLASS P			22.4	26.2	40.7	61.2	39.9	20.4	5.3	0.0	255.2
TOTAL FOR AIRCRAFT MH-60			22.4	26.2	40.7	61.2	39.9	20.4	5.3	0.0	255.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: INSTALLATION OF SELF PROTECTION SYSTEM MN-6590

Models of Aircraft Affected: HH60

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0207224F Team AIR

Description/Justification

The USAF has established a requirement for the Electronic Combat Equipment for HH-60G helicopter. This modification will relocate the existing AN/APR-39A RWR antennas, add the AN/AAR-47 Missile Warning System (MWS), replace the M-130/ALE-40 CMDS with the AN/ALE-47 CMDS and add provisions for future integration of these systems with the RWR. Funds have been reallocated from the HH-60G Upgraded Communications, Navigation/Integrated EW modification to increase quantities of SPS to be fielded in the near term and to complete SPS on active and ANG HH-60Gs. SPS upgrades of reserve HH-60Gs were funded in a separate program.

Aircraft Breakdown: Active 64, Reserve 0, ANG 18

Development Status

Development is complete.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	24	3.8	18	2.2	18	2.2	18	2.3	4	0.6		
KITS NONRECUR		0.2										
EQUIPMENT	[24]	2.1	[18]	1.9	[18]	1.9	[18]	1.9	[4]	0.4		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2				0.1			0.3			0.3
SIM/TRAINER												
SUPPORT-EQUIP		0.8		0.4		1.2		0.4		0.1		
OGC		0.5		0.0		0.1		0.2		0.1		0.1
FLIGHT TEST												
INSTALLATION OF HARDWARE												
FY-99 8 KITS	[8]	0.9										
FY-00 16 KITS			[16]	1.6								
FY-01 18 KITS					[18]	1.8						
FY-02 18 KITS							[18]	1.8				
FY-03 18 KITS									[18]	1.8		
FY-04 4 KITS											[4]	0.4
TOTAL INSTALL	8	0.9	16	1.6	18	1.8	18	1.8	18	1.8	4	0.4
TOTAL COST (BP-1100)	24	8.4	18	6.0	18	7.3	18	6.6	4	3.3		0.8

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							82	11.1
KITS NONRECUR								0.2
EQUIPMENT							[82]	8.2
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.9
SIM/TRAINER								
SUPPORT-EQUIP								2.8
OGC								1.0
FLIGHT TEST								
INSTALLATION OF HARDWARE								
FY-99 8 KITS							[8]	0.9
FY-00 16 KITS							[16]	1.6
FY-01 18 KITS							[18]	1.8
FY-02 18 KITS							[18]	1.8
FY-03 18 KITS							[18]	1.8
FY-04 4 KITS							[4]	0.4
TOTAL INSTALL							82	8.3
TOTAL COST (BP-1100)							82	32.5

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	01/00	01/00	01/01	01/02	01/02	01/04	01/05
Delivery Date (Month/CY)	07/00	01/01	01/02	01/03	01/03	01/05	01/06

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input								8	4	4	4	4	4	4	5	5	4	4	5	5	4	4	5	5	4	4	5	4
Output								8	4	4	4	4	4	4	4	5	5	4	4	5	4	4	5	5	4	4	4	4

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: UPGRADE CDU TO 486 CONFIGURATION MN-8494
Models of Aircraft Affected:

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0207224F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

Form/Fit/Function replacement for the i186CU on the current HH-60G fleet (less the 8 aircraft currently equipped with i486 CDU's). Modification will replace the CDU's on 97 aircraft (two per aircraft), 2 simulators, and 26 CDU spares to the upgraded configuration. Current CDU's are severely task-saturated and have no growth capability. Upgrade to the i486 CDU's will improve the reliability of the system. Modification will be a field level installation, taking approximately 8 hours. No software changes will be made to the CDU's it will use the current CDU software OFP version 10.

Aircraft Breakdown: Active 56, Reserve 23, ANG 18

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			58	1.5	39	0.9						
KITS NONRECUR				0.0								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER			[2]	0.0								
SUPPORT-EQUIP												
OGC				0.0								
MOD OF SPARES				0.1								
TOTAL COST (BP-1100)			58	1.6	39	0.9						

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							97	2.3
KITS NONRECUR								0.0
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.0
SIM/TRAINER							[2]	0.0
SUPPORT-EQUIP								
OGC								0.0
MOD OF SPARES								0.1
TOTAL COST (BP-1100)	<hr/>						97	2.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		01/01	01/02
Delivery Date (Month/CY)		07/01	07/02

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: SERVICE LIFE EXTENSION PROGRAM MN-8560
 Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: MH-60 Class P
 PE 0207224F Team AIR

Description/Justification

The USAF has established a requirement for HH60G's to extend use as their primary Combat Search and Rescue (CSAR) helicopter through CY2015. This established the need for a Service Life Extension Program (SLEP) to assure a helicopters structural useful life of up to 35 years. In establishing a conservative SLEP up to 10,000 flight hours are assured for each aircraft. Current in Service estimates indicate the helicopter structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. This modification funds SLEP for nine of the ten oldest HH-60Gs, which were procured in FY81 and FY82. Funding for the installation of the trial install is paid for in the NRE line. First install will be in FY 02, dollars included in FY01 non-recurring kit cost.

Aircraft Breakdown: Active 9, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					2	1.2	4	2.7	2	1.8		
KITS NONRECUR			1	3.1								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS								0.1		0.0		
DATA				0.1				0.3		0.1		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.1		0.0		0.3		0.0		
INSTALLATION OF HARDWARE												
FY-01 1 KITS					[1]							
FY-02 2 KITS					[2]	2.0						
FY-03 4 KITS							[4]	3.8				
FY-04 2 KITS									[2]	2.0		
TOTAL INSTALL					3	2.0	4	3.8	2	2.0		
TOTAL COST (BP-1100)			1	3.3	2	3.2	4	7.2	2	3.9		

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							8	5.7
KITS NONRECUR							1	3.1
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.2
DATA								0.4
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.5
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	
FY-02 2 KITS							[2]	2.0
FY-03 4 KITS							[4]	3.8
FY-04 2 KITS							[2]	2.0
TOTAL INSTALL							9	7.8
TOTAL COST (BP-1100)							9	17.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 18 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	12/00	11/01	10/02	10/03	
Delivery Date (Month/CY)	06/02	05/02	04/03	04/04	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																				
Input					1	2			2	2			1	1						
Output						1	2			2	2			1	1					

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E MN-T8415

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0207224F Team AIR

Description/Justification

Modifies the HH-60G with upgraded communications, navigation, and electronic warfare systems. This modification has been restructured to increase quantities of higher priority low risk components in the near term and /or delete lower priority or problem components. Funds for the Self Protection System (SPS) portion of the mod have been transferred to a separate mod line for SPS initiated in FY99. The UCN/IEW modification will be accomplished in a 3-phase block upgrade approach. Block A will install SATCOM concurrently (or following) SPS upgrades. Block B will install a floppy-disk Data Transfer System, Group A wiring for Have CSAR, RS-232 ports (for downloading navigation data to a map reader), and a night vision goggle (NVG) Heads Up Display. Block C will remount the gun externally, add NVG cockpit lighting, and install a frequency selective Radar Warning Receiver. This restructure will enable the UCN/IEW mod to be completed on the entire fleet of HH-60Gs. Each block upgrade is considered a separate modification kit, so the total quantity is 315 (3 phases x 105 aircraft).

Aircraft Breakdown: Active 64, Reserve 23, ANG 18

Development Status

Non-recurring engineering (NRE) for Block A will be completed by 4Q FY00. NRE for Block B begins FY00, completes FY01. NRE for Block C will begin FY02, complete FY03.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	24	0.3	36	0.7	72	1.5	70	2.4	56	1.4	39	1.6
KITS NONRECUR	[2]	5.8	[1]	0.8					[1]	1.0		
EQUIPMENT	[24]	2.1	[36]	2.5	[72]	5.4	[70]	16.1	[56]	19.9	[39]	24.6
EQUIP	[1]	0.2	[1]	3.1			[1]	5.1		0.7		0.4
NONREC												
CHANGE ORDERS		1.7		0.1		1.9		0.5				
DATA		0.1		0.2		0.6				0.2		0.1
SIM/TRAINER	[1]	0.3	[1]	2.0	[1]	2.5	[1]	0.0				
SUPPORT-EQUIP		0.1		0.2		0.2		0.1		0.1		0.1
ICS												
OGC		1.0		0.8		0.9		0.8		0.9		0.6
FLIGHT TEST		3.4		0.1		1.1		0.6		0.1		0.1
INSTALLATION OF HARDWARE												
FY-00 24 KITS			[24]	0.6								
FY-01 36 KITS					[36]	0.6						
FY-02 72 KITS							[72]	1.3				
FY-03 70 KITS									[70]	3.9		
FY-04 56 KITS											[56]	4.8
FY-05 39 KITS												
FY-06 18 KITS												
TOTAL INSTALL			24	0.6	36	0.6	72	1.3	70	3.9	56	4.8
TOTAL COST (BP-1100)	24	15.0	36	11.2	72	14.6	70	26.8	56	28.1	39	32.2

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	18	0.7					315	8.6
KITS NONRECUR							[4]	7.5
EQUIPMENT	[18]	11.0					[315]	81.6
EQUIP NONREC		0.4					[3]	9.8
CHANGE ORDERS				1.5				5.8
DATA		0.2		0.1				1.5
SIM/TRAINER							[4]	4.8
SUPPORT-EQUIP		0.2		0.2				1.1
ICS								
OGC		0.3		0.5				5.8
FLIGHT TEST		0.0		0.0				5.5
INSTALLATION OF HARDWARE								
FY-00 24 KITS							[24]	0.6
FY-01 36 KITS							[36]	0.6
FY-02 72 KITS							[72]	1.3
FY-03 70 KITS							[70]	3.9
FY-04 56 KITS							[56]	4.8
FY-05 39 KITS	[39]	6.1					[39]	6.1
FY-06 18 KITS			[18]	2.8			[18]	2.8
TOTAL INSTALL	39	6.1	18	2.8			315	20.2
TOTAL COST (BP-1100)	18	19.0		5.2			315	152.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	09/98	03/99	05/00	12/00	12/01	12/02	12/03	12/04	12/05	12/06
Delivery Date (Month/CY)	09/00	03/00	05/01	12/01	12/02	12/03	12/04	12/05	12/06	12/07

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										12	12							24	12	12		20	20	20		4	22	22		22	22	15
Output										12	12							24	12	12		20	20	20		20	4	22		22	22	15
Quarters	1	2	3	4	1	2	3	4																								
Input	10	10	10	9	9	5	4																									
Output	16	10	10	10	9	9	5	4																								

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Other			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$33.872	\$49.949	\$54.653	\$79.951	\$65.749	\$58.417	\$80.066

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than \$2 million per year. The overall goal of the modifications budgeted in FY03 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY03, UHF SATCOM/ANDVT/DAMA upgrade mod will provide modernized SATCOM terminals as mandated by the JCS. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.1	0.2	0.2	0.2	0.3	0.3	0.3		1.4
TOTAL FOR CLASS P-S			0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.0	1.4
P	14212B	SUPPORT EQUIPMENT	0.1	0.1	0.1	0.1					9.0
	4501	EHF SATCOM					8.3	38.9	72.3	170.9	290.3
	8600	MISSILE LAUNCHER MO		0.6	0.5	0.5					1.6
	8666	PRECISION ATTACK SY	10.0	13.8	20.5	27.2	15.5	0.8	0.8		88.7
	99999J	MISCELLANEOUS LOW	0.1	0.1	0.1						3.2
	99999U	LOW COST RETROFIT M	0.6	1.1							1.9
	99999X	LOW COST MODIFICATI	0.4	0.1	0.1	0.1	0.1	0.1	0.1		4.8
	CMWS	COMMON MISSILE WAR		0.1	0.1	0.1	0.2	0.2	0.3		0.8
	E900	E-9A TELEMETRY SYST				5.7	5.3	0.3	0.1		11.4
	F16HTS	HARM TARGETING SYS	0.8								14.5
	HTSR7	F-16 HTS R7 POD UPGR				10.3	14.5	16.5	5.3		46.7
	T8137	UHF SATCOM UPGRAD	13.2	34.1	33.3	35.9	21.7	1.5	1.0		216.0
	Z88888	REPROGRAMMINGS	8.7								8.9
TOTAL FOR CLASS P			33.9	50.0	54.7	80.0	65.6	58.3	79.9	170.9	697.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 1	
--	-------------------------------	---------------	--

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Other			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$33.872	\$49.949	\$54.653	\$79.951	\$65.749	\$58.417	\$80.066

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than \$2 million per year. The overall goal of the modifications budgeted in FY03 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY03, UHF SATCOM/ANDVT/DAMA upgrade mod will provide modernized SATCOM terminals as mandated by the JCS. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST TO GO</u>	<u>TOTAL PROG.</u>
TOTAL FOR AIRCRAFT OTHER			34.0	50.2	54.9	80.2	65.8	58.5	80.2	170.9	699.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 2	
--	-------------------------------	---------------	--

02/13/2002
 FY 2003 PBR
 Modification Title and No: MISSILE LAUNCHER MODIFICATION MN-8600
 Models of Aircraft Affected: MULTI

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P
 PE 0207161F Team AIR

Description/Justification

Modification to Air Force missile launchers (LAU-12X series). The requirement was identified during developmental flight test launches of the AIM-9X. All current Air Force launchers have a 'fin retention assembly' (FRA) designed to support previous versions of the AIM-9 missile (not required by AIM-9X). The intent of the FRA is to minimize the amount of vibration/movement of the AIM-9M forward fins prior to launch. During AIM-9X DT launches, interference between the current FRA and the AIM-9X missile would be possible. This modification incorporates minor changes to the shape and location of the FRA which eliminates the interference issue and allows the launcher to be utilized by all AIM-9 missiles.

Aircraft Breakdown: Active 5372, Reserve 316, ANG 2592

Development Status

The AIM-9X Joint Program Office, via the missile contractor, has completed design and testing (qualification/captive flight/launch) of the modified FRA hardware. The TCTO will be developed and tested at WRALC prior to sending to field units for installation.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					1,720	0.6	1,538	0.5	1,508	0.5		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					1,720	0.6	1,538	0.5	1,508	0.5		
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							4,766	1.6
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						4,766	1.6
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)	11/01	11/02	11/03
Delivery Date (Month/CY)	04/02	04/03	04/04

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR

Modification Title and No: PRECISION ATTACK SYSTEMS PROCUREMENT MN-8666

Models of Aircraft Affected: LANTIRN SE for F-15E and F-16C/D

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0207249F Team POWER

Description/Justification

This program will upgrade aging support equipment used for maintenance of Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods. The targeting pod is the core of the Combat Air Forces (CAF) precision guided munitions (PGM) capability, the heart of F-15E and F-16Blk40 operations. The mission capable rate of the pods is directly related to the support equipment availability. Utilizing early 1980's technology, the equipment is in serious decline with excessive down-time due to obsolete parts and decreasing repair capability. The Support Equipment Mid-Life Upgrade (MLU) will replace obsolete parts with commercial off-the-shelf components, increase throughput by 70 percent, and provide for an AEF-tailored rapid deployment capability.

Congressional add of \$5500 in FY01 for Situational Awareness Data Link (SADL) for the Air National Guard (ANG) for the A-10, C-130 and KC-135 aircraft. Funds will be distributed during the FY02 President's Budget cycle.

Aircraft Breakdown: Active 20, Reserve 0, ANG 1

Development Status

Engineering development for upgrade of LANTIRN Intermediate Automatic Test Equipment (LIATE) and Electro-Optical Test Station (EOTS) is in progress and funded under the Commercial Operations and Support Savings Initiative (COSSI) program with completion scheduled for Oct 00. RDT&E funding (3600) is required in FY01 and 02 for any further development and for completion of technical data and drawings.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				4.0		6.0						
PROCUREMENT (3010)												
INSTALL KITS			3	10.0	3	13.8	5	20.5	7	27.2	3	15.5
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONGRESSIONAL												
INSTALLATION OF HARDWARE												
FY-01 3 KITS					[3]							
FY-02 3 KITS							[3]					
FY-03 5 KITS									[5]			
FY-04 7 KITS											[7]	
FY-05 3 KITS												
TOTAL INSTALL					3	3	5	7				
TOTAL COST (BP-1100)			3	10.0	3	13.8	5	20.5	7	27.2	3	15.5
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								10.0
PROCUREMENT (3010)								
INSTALL KITS							21	87.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.8		0.8				1.7
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								
INSTALLATION OF HARDWARE								
FY-01 3 KITS							[3]	
FY-02 3 KITS							[3]	
FY-03 5 KITS							[5]	
FY-04 7 KITS							[7]	
FY-05 3 KITS							[3]	
TOTAL INSTALL							21	
		3						
TOTAL COST (BP-1100)		0.8		0.8			21	88.7

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)	12/00	10/01	10/02	10/03	10/04	
Delivery Date (Month/CY)	12/01	10/02	10/03	10/04	10/05	

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input					1	1	1		1	1	1		1	2	1	1	2	2	1	1	1	1	1	1
Output						1	1	1		1	1	1		1	2	1	1	1	2	2	1	1	1	1

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U
 Models of Aircraft Affected: MH-53J

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P
 PE 0404011F Team INFO

Center: WRALC Robins AFB GA

Description/Justification

This is an FY01 new start. This modification will upgrade the AAR-47 IR missile warning systems on the MH-53J Special Operations Forces (SOF) helicopters. The USAF is procuring the upgrade kits for the AFSOC MH-53Js and other USAF platforms but the Navy is leading development of the sensor upgrade. The upgrade will increase IR detection sensitivity and add a laser warning capability. It will also improve system life with a 15 year warranty. The modification will upgrade 47 AAR-47 shipsets which includes 37 MH-53J helicopters and 10 spares. FY00 funding for GATM and is a Congressional add--not a new start. FY01 funding for GATM is an OSD add of \$583K, which will continue to modify SOF aircraft ANR-147 VOR/ILS receivers for FM Immunity. For FY01, \$1.831M was paid to the Judgement Fund and \$583K was paid to FM Immunity.

Aircraft Breakdown: Active 47, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					14	0.8						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.6								
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.2										
INSTALLATION OF HARDWARE												
FY-01 0 KITS					[33]	0.2						
FY-02 14 KITS					[14]	0.1						
TOTAL INSTALL					47	0.3						
TOTAL COST (BP-1100)		0.2		0.6	14	1.1						

(Totals may not add due to rounding)

Fact Sheet: OTHER MN-99999U LOW COST RETROFIT MODS
(Continued)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							14	0.8
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.6
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.2
INSTALLATION OF HARDWARE								
FY-01 0 KITS							[33]	0.2
FY-02 14 KITS							[14]	0.1
TOTAL INSTALL							47	0.3
TOTAL COST (BP-1100)							14	1.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		11/00	11/01
Delivery Date (Month/CY)		09/01	09/02

Installation Schedule

	Quarters	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
		1	2	3	4	1	2	3	4	1	2	3	4
Input										5	14	14	14
Output										5	14	14	14

02/13/2002
 FY 2003 PBR
 Modification Title and No: UHF SATCOM UPGRADE MN-T8137
 Models of Aircraft Affected: MULTI

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P
 PE 0303601F Team SPACE

Description/Justification

This effort acquires and installs modernized UHF satellite communications (SATCOM) terminals with embedded Demand-Assigned Multiple Access (DAMA) channel-sharing capabilities and Advanced Narrowband Digital Voice Terminal (ANDVT) interoperability to comply with Joint Staff mandates. FY96-FY99 funds acquired and installed equipment for Air Force Special Operations Command (AFSOC) AC-130, EC-130, MC-130, and MH-53 aircraft, with some installation kits/costs supported by other funding lines. FY98-FY05 funds acquire and install Airborne Integrated Terminals (AIT) for aircraft including the B-2, E-3, EC-130E, EC-130H, HC-130, RC-135S, RC-135U, RC-135V/W, TC-135S/W, and WC-135. All B-2 AIT install kits are supported by B-2 MN-T8137, 'UHF SATCOM Upgrade'. Some E-3 AIT equipment and install kits/cost are supported by E-3 MN-T8135, 'SATCOM DAMA'. Respectively, these costs and quantities are not included below. Funding for B-2 Non-Recurring Engineering (NRE) and equipment is included below (FY01 \$.2M, FY02 \$3.2M, FY03 \$1.9M). Milsatcom Terminals contribution to the B-2 MN-TN8137 in FY-01 \$9.158M; FY-02 \$10.895M. Install kit costs vary by aircraft due to variations in integration complexity and electronic and physical environments. Kit nonrecurring costs appear in multiple fiscal years due to initiation of production for different platform types in different years. FY00-FY06 equipment requires contractor/depot installation. Equipment quantities do not equal install kit quantities because some platforms install multiple terminals with one install kit - the exhibit has been changed to reflect this accurately. Milestones listed reflect contract awards for AFSOC in FY96-FY97 and for AIT in FY98 forward; the initial lead time shown refers to that for AIT.

Aircraft Breakdown: Active 160, Reserve 0, ANG 0

Development Status

No associated RDT&E funding.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								6.5				
PROCUREMENT (3010)												
INSTALL KITS	82	6.5	13	1.7	21	3.5	16	7.4	15	7.0	13	10.7
KITS NONRECUR		25.7		5.0		13.1		13.6		9.2		2.5
EQUIPMENT	[244]	28.8	[26]	2.7	[80]	8.6	[32]	3.6	[37]	4.1	[26]	3.0
EQUIP		1.5										
NONREC												
CHANGE ORDERS		0.8		0.7		0.1		4.0				
DATA		4.2		0.4		0.2		0.2		1.4		
SIM/TRAINER	[8]	1.2	[3]	0.3	[15]	2.7	[2]	0.2	[7]	1.6	[1]	0.1
SUPPORT-EQUIP		0.3										
SPARES					[24]	2.9						
OGC		3.6		1.0		1.1		1.0		1.0		1.0
INSTALLATION OF HARDWARE												
FY-97 55 KITS	[55]	1.5										
FY-98 22 KITS	[22]	1.4										
FY-00 5 KITS			[5]	1.6								
FY-01 13 KITS					[13]	1.7						
FY-02 21 KITS							[21]	3.2				
FY-03 16 KITS									[31]	11.6		
FY-04 15 KITS											[13]	4.4
FY-05 13 KITS												
TOTAL INSTALL	77	2.9	5	1.6	13	1.7	21	3.2	31	11.6	13	4.4
TOTAL COST (BP-1100)	82	75.5	13	13.2	21	34.1	16	33.3	15	35.9	13	21.7

(Totals may not add due to rounding)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								6.5
PROCUREMENT (3010)								
INSTALL KITS							160	36.8
KITS NONRECUR		0.7		0.5				70.4
EQUIPMENT							[445]	50.7
EQUIP NONREC								1.5
CHANGE ORDERS								5.7
DATA								6.3
SIM/TRAINER							[36]	6.1
SUPPORT-EQUIP								0.3
SPARES							[24]	2.9
OGC		0.8		0.5				9.9
INSTALLATION OF HARDWARE								
FY-97 55 KITS							[55]	1.5
FY-98 22 KITS							[22]	1.4
FY-00 5 KITS							[5]	1.6
FY-01 13 KITS							[13]	1.7
FY-02 21 KITS							[21]	3.2
FY-03 16 KITS							[31]	11.6
FY-04 15 KITS							[13]	4.4
FY-05 13 KITS								
TOTAL INSTALL							160	25.4
TOTAL COST (BP-1100)		1.5		1.0			160	216.0

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 36 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)	09/96	12/96	05/98	01/99	09/00	12/00	12/01	12/02	12/03	12/04	12/05
Delivery Date (Month/CY)	09/97	12/97	05/01	07/01	09/01	12/01	12/02	12/03	12/04	12/05	12/06

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input								15	15	13	12														2	1	1	6	3	12	14	14	8
Output									15	15	13	12													2	1	1	6	3	12	14	14	14
Quarters	1	2	3	4	1	2	3	4	1	2	3	4																					
Input	7	8	8	8	7	6																											
Output	8	7	8	8	8	7	6																										

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: PRDT				
	2001	2002	2003	2004	2005	2006	2007	
COST (In Mil)	\$0.000	\$15.243	\$10.532	\$10.692	\$10.866	\$11.158	\$11.345	

Predator is an autonomous, long-dwell, unmanned reconnaissance system capable of operating over the horizon while providing real-time intelligence information to the Joint Task Force Commander. The air vehicle carries electro-optical (EO), Infra-Red (IR), and synthetic aperture radar (SAR) sensors, and is capable of transmitting near real time full motion video to the task force commander and throughout the operational theater. The primary modification budgeted for FY03 is Predator Laser.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST	TOTAL
										TO GO	PROG.
P	PRDLAS	PREDATOR LASER		15.2	10.5	10.7	10.9	11.2	11.3	0.1	69.9
TOTAL FOR CLASS P			0.0	15.2	10.5	10.7	10.9	11.2	11.3	0.1	69.9
TOTAL FOR AIRCRAFT PRDT			0.0	15.2	10.5	10.7	10.9	11.2	11.3	0.1	69.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 57	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: PREDATOR LASER MN-PRDLAS
Models of Aircraft Affected: RQ-1 Predator

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: PRDT Class P
PE 0305205F Team AIR

Description/Justification

Adds permanent laser designator for use with precision guided munitions. Laser designator will be incorporated with electro-optical/infrared (EO/IR) sensor ball to provide an integrated intelligence, surveillance and reconnaissance/target designation capability. Four existing off-the-shelf laser designators with only infrared sensor capability were procured and installed on Predator air vehicles as a 'quick-reaction' capability for Operation ALLIED FORCE. Program office is working in conjunction with a Navy program to modify an existing laser designator system to include full motion EO/IR video, laser range-finding, infrared illumination and laser imaging systems.

In FY02, Predator received \$167.6M as part of the Defense Emergency Relief Fund (DERF). Funding was used to outfit Predator with the Multi-spectral Targeting System (MTS) laser designator/sensor turret and Hellfire Missile launch capability, provide enabling improvements, purchase four additional Predator aircraft, and purchase three Predator-B aircraft in support on operation Enduring Freedom. This funding is not reflected in the FY02 program total.

*Remarks: Congress added mod funds in FY02 for reliability and maintainability modifications to Ground Control Station hardware.

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					8	0.0	8	0.0	8	0.0	8	0.0
KITS NONRECUR												
EQUIPMENT					[8]	10.1	[8]	10.4	[8]	10.6	[8]	10.7
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
*** See Remarks ***						5.1						
INSTALLATION OF HARDWARE												
FY-02 8 KITS							[8]	0.1				
FY-03 8 KITS									[8]	0.1		
FY-04 8 KITS											[8]	0.1
FY-05 8 KITS												
FY-06 8 KITS												
FY-07 8 KITS												
TOTAL INSTALL							8	0.1	8	0.1	8	0.1
TOTAL COST (BP-1100)					8	15.2	8	10.5	8	10.7	8	10.9
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	8	0.0	8	0.0			48	0.2
KITS NONRECUR								
EQUIPMENT	[8]	11.0	[8]	11.2			[48]	64.0
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								
*** See Remarks ***								5.1
INSTALLATION OF HARDWARE								
FY-02 8 KITS							[8]	0.1
FY-03 8 KITS							[8]	0.1
FY-04 8 KITS							[8]	0.1
FY-05 8 KITS	[8]	0.1					[8]	0.1
FY-06 8 KITS			[8]	0.1			[8]	0.1
FY-07 8 KITS					[8]	0.1	[8]	0.1
TOTAL INSTALL	8	0.1	8	0.1	8	0.1	48	0.6
TOTAL COST (BP-1100)	8	11.2	8	11.3		0.1	48	69.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)			12/01	12/02	12/03	12/04	12/05	12/06	
Delivery Date (Month/CY)			03/03	03/04	03/05	03/06	03/07	03/08	

Installation Schedule

	1	<u>FY-00</u>			1	<u>FY-01</u>			1	<u>FY-02</u>			1	<u>FY-03</u>			1	<u>FY-04</u>			1	<u>FY-05</u>			1	<u>FY-06</u>			1	<u>FY-07</u>		
		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4				
Quarters																																
Input																																
Output																																

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Classified			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$44.725	\$41.636	\$18.546	\$17.474	\$8.239	\$8.400	\$130.446

This line item funds classified modifications to classified projects. The only classified modification budgeted in FY03 is Compass Call.

<u>CLASS</u>	<u>MOD</u>	<u>MODIFICATION</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>COST</u>	<u>TOTAL</u>
P	1001	COMPASS CALL	44.7	41.6	18.5	17.5	8.2	8.4	130.4	<u>TO GO</u>	<u>PROG.</u>
TOTAL FOR CLASS P			44.7	41.6	18.5	17.5	8.2	8.4	130.4	0.0	421.5
TOTAL FOR AIRCRAFT CLASSI			44.7	41.6	18.5	17.5	8.2	8.4	130.4	0.0	421.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 58	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: COMPASS CALL MN-1001
Models of Aircraft Affected: MULTIPLE

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: CLASSI Class P
PE 0207253F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

These funds are required to provide for the modification of aircraft and airborne systems used in classified missions. These activities will include the Block 35 modification effort, sustainment and depot activities including temporary modifications supporting kit proofing and other integration (including performance acceptance and testing) and fielding of capabilities. Because of their sensitive nature, the application of special management and security safeguards is required. Special justifications are provided through classified intelligence or security channels as requested.

On 6 Jan 00, the Air Force notified Congress of it's intent to initiate a new activity named PROJECT SUTER. This new start is an initiative to demonstrate the synergistic effects of integrating the operations of intelligence collectors (RC-135 RIVET JOINT) and electronic warfare aircraft (EC-130H COMPASS CALL). Procurement of Airborne Information Transfer (ABIT) datalinks will begin in FY02. Quantities are not provided by year due to classification.

** NOTE: In FY02 there is a line added for 19.0 M against 'Suter'. In top-level database submitted to Congress this money was in a separate P-1 Line in BP10. SAF/FMBI is working the issue of where the funding actually belongs, but the money is noted hear in order to balance to ABIDES.

In FY02, COMPASS CALL received \$12.0M as part of the Defense Emergency Relief Fund (DERF). Funding was used to begin integration of Project Suter capability to link information operations and intelligence, surveillance and reconnaissance platforms in support of operation Enduring Freedom. This funding is not reflected in the FY02 program total.

Aircraft Breakdown: Active 14, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CLASSIFIED		149.2		35.8		6.7		7.3				
TIBS		0.6										
RCVRS		2.2		8.9		34.9		11.2		17.5		8.2
SPARES												
TOTAL COST (BP-1100)		152.0		44.7		41.6		18.5		17.5		8.2
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CLASSIFIED								199.1
TIBS								0.6
RCVRS		8.4		130.4				221.8
SPARES								
TOTAL COST (BP-1100)		8.4		130.4				421.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

THIS PAGE INTENTIONALLY LEFT BLANK

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2002
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: DARP			
	2001	2002	2003	2004	2005	2006	2007
COST (In Mil)	\$159.501	\$203.808	\$150.123	\$94.811	\$101.617	\$105.777	\$101.786

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY03 is Rivet Joint. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	COST TO GO	TOTAL PROG.
P	3009R	REENGINE	59.9	133.3	43.9	22.0	4.5				612.5
	4263	RIVET JOINT	74.4	34.3	88.7	54.8	86.5	96.6	92.4		843.0
	4265	COMBAT SENT	7.0	8.1	8.6	8.9	9.0	9.2	9.4		83.2
	4493	U-2 POWER	9.8	5.1	8.9	9.1	1.6				53.2
	4600	U-2 DUAL DATA LINK (D	8.4								11.9
	SCOUT	ANG SENIOR SCOUT		23.0							23.0
TOTAL FOR CLASS P			159.5	203.8	150.1	94.8	101.6	105.8	101.8	0.0	1,626.7
TOTAL FOR AIRCRAFT DARP			159.5	203.8	150.1	94.8	101.6	105.8	101.8	0.0	1,626.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 50	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: REENGINE MN-3009R
Models of Aircraft Affected: RC-135V, W,T,U

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Modifies RC-135 aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems / sub-systems, including the landing gear, will extend the life of these aircraft into the 21ST Century. Group B items (equipment) are individual engines, not aircraft.

NOTE: Total input quantities do not always match install funding, and kit deliveries do not always align with inputs. Congress provided additional funds for engines (Group A and Group B) in FY96, FY97, FY98 and FY00, but did not fund installations in the year of input (which may require up to a two year lead) or account for aircraft availability due to operational commitments and programmed depot maintenance (PDM) schedule. To comply with Congressional intent, installation of additional engine kits has been funded from within the program (incurring a loss of operational capability), while attempting to synchronize critical scheduling between re-engining at Boeing and the aircraft PDM schedule and still minimize adverse impact to other modification efforts. Inputs have been critically aligned as much as possible with the PDM schedule to minimize operational impact. For example, the FY00 Congressional add of two engine kits necessitated the Program Manager to use budgeted FY02 install funds to accommodate the arrival of the installation kits generated by this Congressional add. The program is able to achieve this by accelerating the installations of the already budgeted FY00 engine kits into FY01 and the FY99 kits into FY00. This is accomplished by inputting aircraft into reengining at the end of the fiscal year (i.e., FY99 kits get installed in the third and fourth quarter of FY00) to leverage maximum flexibility in the delivery of installation kits. FY02 includes \$30M IPDM add for Rivet Joint Trainer engines.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

Engineering activities are continuously underway. Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY02-FY07 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 7, 8, 9] and two distinct baselines [baselines 2 & 3] for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		31.2										
PROCUREMENT (3010)												
INSTALL KITS	13	137.2	2	24.8	5	52.2	1	12.1				
KITS NONRECUR		9.5				3.3						
EQUIPMENT	[52]	165.3	[8]	27.5	[20]	68.8	[4]	13.8				
EQUIP												
NONREC												
CHANGE ORDERS		3.7				0.5		1.5				
DATA		2.8						5.0				
SIM/TRAINER	[2]	1.8										
SUPPORT-EQUIP		3.3										
TEST								3.0				

Projected Financial Plan Continued

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	3.4										
FY-97 4 KITS	[4]	9.3										
FY-98 1 KITS	[1]	4.2										
FY-99 2 KITS	[2]	8.3										
FY-00 4 KITS			[2]	7.6	[2]	8.5						
FY-01 2 KITS							[2]	8.6				
FY-02 5 KITS									[5]	22.0		
FY-03 1 KITS											[1]	4.5
TOTAL INSTALL	9	25.2	2	7.6	2	8.5	2	8.6	5	22.0	1	4.5
TOTAL COST (BP-1100)	13	348.9	2	59.9	5	133.3	1	43.9		22.0		4.5

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: RIVET JOINT MN-4263
Models of Aircraft Affected: RC-135V, W, T

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305207F Team INFO

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

NOTES: FY02 Congressional add +\$2M Theater Airborne Warning System (TAWs)

1. In FY02, The RC-135 program received \$297.4M as part of the Defense Emergency Relief Fund (DERF). Funding was used to procure and field three Quick Reaction Capability (QRC) sensor modifications (\$27.4M) and to procure two additional RIVET JOINT configured mission aircraft in support of OPERATION ENDURING FREEDOM. This funding is not reflected in the FY02 program total. Additional information is available within the classified Congressional budget exhibits.

2. In FY03, the Rivet Joint (RC-135) program anticipates receiving \$1.0M from the Cost of War Transfer Account. These funds are not included in the FY03 Air Force baseline. Funding will be used for the development of a Quick Reaction Capability for the RC-135.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY03-FY07 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 7, 8, 9] and two distinct baselines [baselines 2 & 3] for COMBAT SENT.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		315.3		74.4		34.3		88.7		54.8		86.5
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		315.3		74.4		34.3		88.7		54.8		86.5

(Totals may not add due to rounding)

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		96.6		92.4				843.0
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		96.6		92.4				843.0
(Totals may not add due to rounding)								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

Contract Date (Month/CY) FY-97
 Delivery Date (Month/CY)

Installation Schedule

Quarters 1 FY-97 2 3 4
 Input
 Output

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
FY 2003 PBR
Modification Title and No: COMBAT SENT MN-4265
Models of Aircraft Affected: RC-135U

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305207F Team INFO

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY02-FY07 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 7, 8, 9] and two distinct baselines [baselines 2 & 3] for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		21.4		5.8		8.1		8.6		8.9		9.0
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP IPBD		1.4		1.2								
TOTAL COST (BP-1100)		22.8		7.0		8.1		8.6		8.9		9.0
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		9.2		9.4				80.5
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
IPBD								2.6
TOTAL COST (BP-1100)		9.2		9.4				83.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-97

Installation Schedule

	<u>FY-97</u>			
Quarters	1	2	3	4
Input				
Output				

02/13/2002
 FY 2003 PBR
 Modification Title and No: U-2 POWER MN-4493
 Models of Aircraft Affected: U-2

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0305202F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Specific modifications are classified. The funding will be used to improve aircraft power distribution and performance. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements. FY01 funding issued in FY00 Supplemental Authority in FC 3R, appropriation 3002.

Aircraft Breakdown: Active 35, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	18.7	6	9.8	5	5.1	5	8.9	4	9.1	1	1.6
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	10	18.7	6	9.8	5	5.1	5	8.9	4	9.1	1	1.6
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							31	53.2
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						31	53.2
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	03/99	11/99	01/01	06/02
Delivery Date (Month/CY)	03/00	11/00	01/02	06/03

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: U-2 DUAL DATA LINK (DDL) MN-4600
 Models of Aircraft Affected: U-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0305202F Team INFO

Description/Justification

The funding will be used for improved data links (doubles the band width) which will support two simultaneous independent data links. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements. In FY00 Congress added \$3.5M for the U-2 Dual Data Link (DDL). FY01 funding authority was issued in FY00 Supplemental Authority FC 3R, appropriation 3002.

Aircraft Breakdown: Active 35, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	[1]	3.5		8.4								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.5		8.4								
(Totals may not add due to rounding)												

(Continued)

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[1]	11.9
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							11.9
(Totals may not add due to rounding)								

Method of Implementation: DEPOT

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	08/00	04/01
Delivery Date (Month/CY)	02/02	10/02

Installation Schedule

		<u>FY-00</u>				<u>FY-01</u>			
Quarters	1	2	3	4	1	2	3	4	
Input									
Output									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/13/2002
 FY 2003 PBR
 Modification Title and No: ANG SENIOR SCOUT MN-SCOUT
 Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0503115F Team INFO

Description/Justification

SENIOR SCOUT is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a shelter capable of installation in non-dedicated C-130E/H aircraft. The system provides capabilities to exploit, geolocate and report COMINT and ELINT Signals of Interest (SOI) to air and ground component commanders. It is a flexible, low profile capability adaptable to Strategic, Tactical, Counter Drug and Military Operations Other Than War. The SENIOR SCOUT Reliability and Maintainability program provides for the sustained operational capabilities of the current platform. SENIOR SCOUT was fielded in FY89 and has been previously maintained/sustained by operations and maintenance funds. To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures (i.e., JTIDS and DAMA) must be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits beginning in FY02 with installations completing in FY05. All funds are managed in Air National Guard. Also, includes Senior Scout FY02-07 IPDM add of \$16M. This PE was transferred to C-130 mods for FY 03 and out.

Aircraft Breakdown: Active 0, Reserve 0, ANG 3

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-01		FY-02		FY-03		FY-04		FY-05	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT						10.6						
EQUIP						12.4						
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						23.0						
(Totals may not add due to rounding)												

	FY-06		FY-07		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								10.6
EQUIP NONREC								12.4
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							23.0
(Totals may not add due to rounding)								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)							03/02
Delivery Date (Month/CY)							12/02

Installation Schedule

		<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																												
Output																												